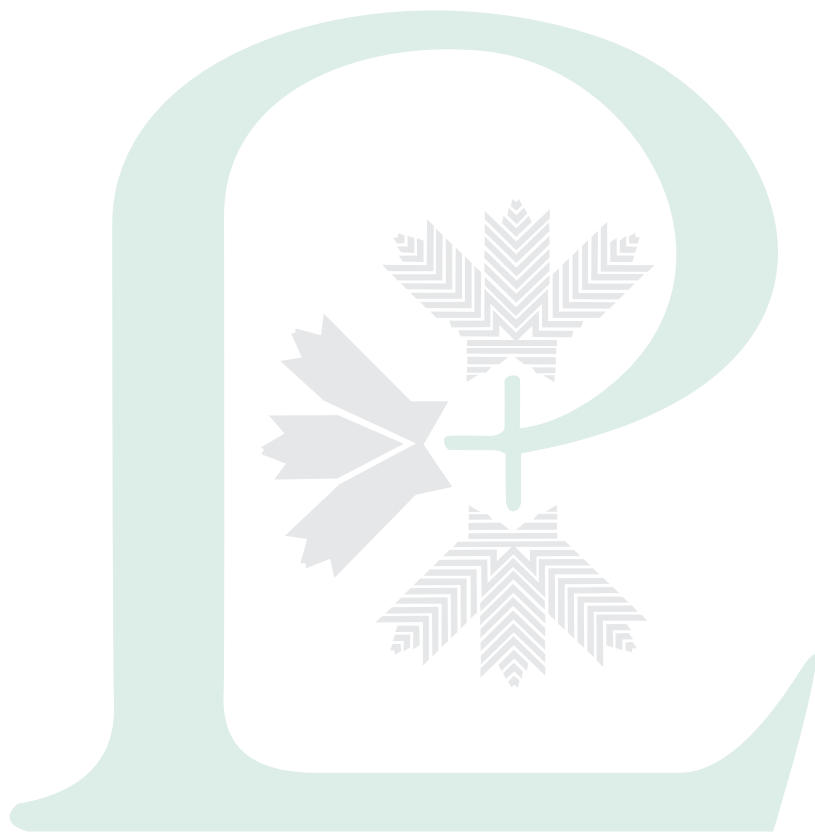
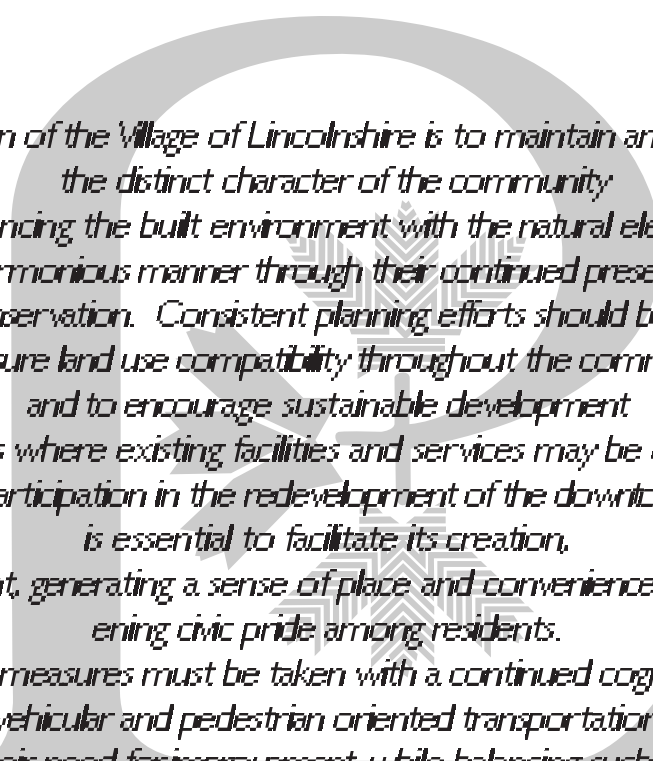


2000 UPDATE to the Comprehensive Plan



Village of Lincolnshire
Department of
Community Development
May 14, 2001



The Mission of the Village of Lincolnshire is to maintain and enhance the distinct character of the community by balancing the built environment with the natural elements in a harmonious manner through their continued preservation and conservation. Consistent planning efforts should be made to ensure land use compatibility throughout the community and to encourage sustainable development in areas where existing facilities and services may be utilized. Active participation in the redevelopment of the downtown area is essential to facilitate its creation, as a destination point, generating a sense of place and convenience, as well as strengthening civic pride among residents. These measures must be taken with a continued cognizance of both vehicular and pedestrian oriented transportation systems and their need for improvement, while balancing such needs to minimize their impact on the community's appearance, unique character, and the environment.

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CHAPTER ONE INTRODUCTION

History and Establishment

The Village of Lincolnshire was established on August 5, 1957 through the incorporation of the 280 acre Lincolnshire Subdivision, generally located south of Half Day Road and west of Riverwoods Road. At the time of incorporation, the community's population consisted of 237 individuals within .44 square miles. As a result of the Village's establishment from a residential subdivision in rural Lake County, the community contained no commercial or office development upon incorporation. Furthermore, existing commercial development in the area consisted of only sporadic establishments primarily located along the Milwaukee Avenue corridor, near the intersection of Half Day Road, within the Half Day business area, and did not provide the conveniences or employment opportunities readily sought by village residents.

The existing heavily forested character of the Lincolnshire Subdivision was a predominant feature of the immediate area east of the Des Plaines River, making additional residential development highly marketable and desirable to residential developers and prospective village residents. Furthermore, the absence of these extensive woodlands west of the Des Plaines River and the expansive amount of intact acreage under the ownership of the Chicagoland Airport (the land area generally surrounded by Milwaukee Avenue, Half Day Road, Aptakisic Road, and Schelter Road) soon brought additional development pressures to the community in the 1960's and 70's. As a result, the Village, with the help of a local planning consultant, created and adopted its first Comprehensive Plan and supplemental Land Use Policies Map on June 8, 1976 to guide and direct future growth within its corporate boundary and beyond, throughout its 1.5 mile planning jurisdiction.¹

Growth and Development

Lincolnshire's adoption of the 1976

Comprehensive Plan came after its incorporation of approximately 1300 acres or 2.0 square miles of land area. As a result of the high level of undeveloped or underdeveloped land within and around the village boundaries, the plan's scope of analysis was conducted in a much more thorough manner than is currently required for this update to the plan.

Although the development pressures experienced shortly after its incorporation were likely not as strong as they are today, Lincolnshire's tranquil setting, unique atmosphere, and close proximity to the Illinois Tollway U.S. Interstate 94 generated great appeal from those who sought residence in a semi-rural environment that was easily accessible to Chicago and the then established surrounding suburban communities. Similarly, the eventual incorporation of the former Chicagoland Airport, and its placement within the office, manufacturing, and industrial zoning classifications, created an unprecedented potential for non-residential development within the community. As a result, development interests continued to escalate, bringing increased development pressures to the community for annexation and subsequent development proposals.

In the ten year time period following the creation and approval of the 1976 Comprehensive Plan, the Village annexed nearly 460 acres—more than one and a half times the land area incorporated upon the Village's establishment. These annexations included much of the Lincolnshire Corporate Center and Lincolnshire Business Center. As a result, the Village experienced an increase of 37 commercial buildings by 1986, giving shape to its commercial development.

Residential construction also brought significant growth to the community during this time period, generating an increase of 582 dwelling units throughout the Village. While growth rates of this nature may not appear substantially significant standing alone, their impact on a community of Lincolnshire's size at that time could have severely altered the unique character of the Village, as established by the original Lincolnshire Subdivision. Fortunately, the goals, policies, and

strategies identified in the 1976 Comprehensive Plan served as effective development guidelines to ensure the maintenance and enhancement of Lincolnshire's unique character.

Upon review of these guidance tools, it is clear that their establishment was focused upon a desire to preserve and enhance the unique quality of the Village, while simultaneously acting to manage the community's future growth. The large-lot single-family character of the Lincolnshire Subdivision served as the basis from which many of the comprehensive planning goals were established. During the creation of the 1976 Comprehensive Plan, the design elements of the Lincolnshire Subdivision were identified and incorporated into the Plan to ensure design compatibility, environmental enhancement, and an overall minimization of developmental impacts throughout the Village. The influence of these design elements is apparent in the following planning goals, as taken from the 1976 Plan:

Development Conservation and Preservation

The preservation of a community setting where quality single-family residential facilities exist in a natural, semi-rural landscape with opportunity for direct contact with environmental resources on a daily basis.

Open Space

The permanent establishment of adequate public and private open space areas that will maintain the semi-rural character of the village.

Residential Character

The maintenance of the large-lot single-family character of the community.

Environment

The preservation of the community's wooded setting and healthy, natural environment.

Since the Plan's adoption, two and one-half decades ago, Village planning efforts have closely adhered to its recommended land uses and policies, making it a fundamental component of such future efforts, as the foundation to any subsequent plan updates or revisions. Residential develop-

ment has closely mimicked the character and quality of development established by the original Lincolnshire Subdivision through the above-referenced planning goals and land use policies. This level of close adherence to the Plan coupled with the Village's stringent tree preservation measures have enabled the residential component of the community to be developed with the semi-rural character of a village in the forest, as directed by the Comprehensive Plan and cited as an important priority of both past and current residents.²

Employment opportunities have likely far exceeded the expectations of the creators of the Comprehensive Plan with the number of jobs created by the business/office centers. These employment centers are home to many regional, national, and international establishments that provide employment opportunities for both Village residents and regional business personnel alike.

Although the land use of these office/light industrial business centers is entirely different from the residential areas east of the Des Plaines River, many aspects of the residential areas, such as the naturalized open space character, have been incorporated into their design to minimize the fundamental distinction of use between them. The open space character of the business centers is further defined by the strategic placement of water retention basins in highly visible locations and complemented by native and aquatic vegetation. This consistent design characteristic has minimized the distinction between these areas and ensured the prevalence of open space elements throughout the community. The existence of strategically placed open space features throughout the Village's business centers is likely attributed to close adherence to the open space strategy of the 1976 Comprehensive Plan.

Impact of the 1976 Comprehensive Plan

The adoption of the 1976 Comprehensive Plan has played a fundamental role in the Village's growth and development over the past 24 years since its adoption. Elements of the Plan's implementation can be found throughout the Village as past planning practices have displayed a concerted effort to

uphold its guidelines and policies. Furthermore, the Village's strategic designation of zoning district classifications reflects a significant attempt to closely adhere to the supplemental Land Use Policies Map of the Comprehensive Plan. As a result, the 1976 Plan has had a remarkable impact on the Village's character and appeal as a well-planned, semi-rural, suburb of the Chicago metropolitan area. However, these planning efforts have not impeded the Village's ability to accommodate changing land use and development trends. In fact, although the wooded, large-lot, semi-rural single-family residential unit is the predominant element upon which Lincolnshire's character has been built, the diverse manner in which residential units have been developed throughout the Village to date exhibits their ability to be incorporated into the community, as an expansion of the residential component of the Village, without compromising its unique character.

From two-acre densely wooded parcels to zero-lot line and condominium developments, residential growth throughout the Village has consistently maintained the common theme of preserving and enhancing the environmental elements of a site, while enabling the development of high-quality housing stock in a unique manner. Furthermore, similar efforts have been displayed throughout the commercial/office component of the Village.

Although the scale and character of development in the Lincolnshire Corporate Center typically generates an unmistakably corporate sensation, careful site planning and design at both the master planning and individual lot level have enabled this development to maintain elements of the remnant rural lush appeal that once predominated throughout this area. These elements, in themselves, greatly distinguish the commercial/office aspect of Lincolnshire from those of communities with similarly-sized business parks. Perhaps of greatest significance is the Village's accomplishment of this task, while providing the flexibility to accommodate the expanding interests of large commercial enterprises such as Hewitt Associates and the Quill Corporation. The Village's dedication to sound planning, environmental preservation and enhancement, and overall aesthetic appeal have

generated a commercial/office element that is much more consistent with its residential character than would have otherwise been accomplished.

Deviations from the 1976 Comprehensive Plan

Although the Village has closely adhered to the general policies and principles identified in the 1976 Comprehensive Plan, there have been substantial deviations from the Land Use Policies Map. While such deviations may have been prompted by a slight change in land use at one time, these variations to the Plan have significantly altered the character of areas in some instances from that which was initially recommended by the Plan. One of the most common ways in which this has occurred is in a domino fashion, whereby a single change in land use prompts additional, sequential, changes in land use in adjacent areas from those that were initially proposed by any adopted plan.

Another factor that carries a substantial impact on the feasibility and effectiveness of a land use plan are changes in land use outside of the Village's corporate limits, both within unincorporated Lake County and adjacent or contiguous municipalities. Changes in land use of this nature evolve as a result of fundamental planning principles to ensure land use compatibility. Therefore, the character of an area in one municipality can be severely altered simply as a reflection of a change in land use in the adjacent areas of a neighboring municipality.

Upon review of the existing conditions throughout the Village, in conjunction with the 1976 Land Use Policies Map, the most apparent examples of such deviations in land use are within the southwestern portion of the Village. This land area is primarily bound by Heathrow Drive, Tower Parkway and Riverside Road to the north, the Des Plaines River to the east, Aptakisic Road to the south, and the Wisconsin Central Railway to the west. Existing land use deviations in this area include the expansion of office space by the Lincolnshire Corporate Center rather than the "Single-Family Character" and "Airport" development that is identified by the land use designations of the 1976 Plan for this area. In addition, high-intensity industrial uses, within the Village's M1 Manufacturing

Zoning District, south of Aptakisic Road, have been established in conflict with the “Office Research and Restricted Industry” land use designation identified by the Plan for this area. Furthermore, actions taken by the Village of Buffalo Grove have halted the planned northeasterly expansion of the Lincolnshire Corporate and Business Centers and enabled the substitution of single-family attached and detached dwellings of the Mirielle and Tenerife developments, located south and southwest of Stevenson High School. The 1976 Land Use Policies Map designates the use of this land for Office & Restricted Industry.

Finally, although development has yet to occur on the land located northeast of the intersection of Aptakisic and Milwaukee Avenue, commonly known as the Boznos property, the Village approved a business park consisting of 800,000 square feet of office space at this site in December of 1999. Although it is unlikely that this development will be constructed due to issues of financial feasibility, the approval of this use marked yet another deviation from the 1976 Land Use Policies Map, which designates this land for “single-family character” residential land use. Although this approval resulted in a direct deviation from the Land Use Policies Map, it came to ensure overall land use compatibility in this area as a result of the previously identified deviations in land uses at adjacent locations.

Existing Character and Development Trends

Although there have been seemingly substantial deviations in land use from the adopted Land Use Policies Map, the Village has largely adhered to the 1976 Comprehensive Plan as a whole. Furthermore, the Village has effectively upheld the policies and principles of the Plan to achieve the comprehensive planning goals that were established at that time. As a result, Lincolnshire has grown, as a community, in a cohesive manner with one primary focus—the preservation and enhancement of its distinct community character in conjunction with its natural environment.

It is important to note that the seven established goals of the 1976 Comprehensive Plan are not sin-

gle-element tasks. Rather, these goals are comprised of many components and, therefore, can be achieved only through continued cognizance and perseverance. Goals of this nature cannot be accomplished through a rigorous schedule of sequential achievement, but instead can be attained only through their consistent incorporation into Village planning efforts, as everyday policy in the current and future endeavors of the community. For this reason, the goals of the 1976 Plan have again been chosen as those of the *Update 2000* plan.

The goals and policies established in the 1976 Plan have guided the Village to date and may be attributed for the character that it currently sustains, as a semi-rural community harnessed within a naturally maintained landscape that minimizes the appearance of developmental impacts. Tree preservation as well as the restoration and reintroduction of native plantings are some of the naturalized open space elements that work to complement Lincolnshire’s site planning efforts and enhance its environment. The community is further distinguished by its dedication to architectural consistency and high-quality building design. Finally, the cohesive effort undertaken by the Village to ensure that all development is built at a scale that is appropriate for both the specific site of proposal, as well as the community as a whole, and in a unified manner where applicable, also aids in the mitigation of potential developmental impacts. In doing so, the Village is able to consistently monitor project proposals to assess their level of impact on the community, as they pertain to the achievement of the Comprehensive Planning Goals.

Since the establishment of the 1976 Comprehensive Plan, Lincolnshire has grown to a home rule municipality of 6,108 persons³, encompassing 4.4 square miles of land area, which is accessed by 38.0 miles of roadway. The community contains approximately 1,360 acres of residential development with a housing stock that ranges from less than one year to 45+ years of age. The average value of single-family homes in 2000 was \$491,265 and the average value of condominium and town home units was \$284,000⁴.

In addition, the Village currently contains approximately 690 acres of commercial-office and warehouse development. Retail and entertainment development within the Village currently accounts for approximately 75 acres of the community's land area. However, it should be noted that this value does not acknowledge the 26 acre planning area of the Village's downtown redevelopment project, which is generally bounded by Olde Half Day Road to the north and east, Half Day Road to the south, and Milwaukee Avenue to the west, within the area herein referred to as the Downtown Sector.

As the key to Lincolnshire's distinct character, the community has also maintained a concerted effort to preserve and enhance the open space and natural features of the Village throughout its existence. Parkland and public open space now account for 188.5 acres of the Village's total land area, as a result of its seven (7) park sites and the conservation outlots that are interwoven throughout its residential components. The recent annexation, of the Village's North Park, on October 11, 1999, contributed 63.5 acres of active and passive open space for public use to this value.

The Village has utilized its public open space effectively, not only as a recreational amenity for its residents, but also as a preservation technique to conserve the natural appearance of the landscape that first appealed to the residents of the original Lincolnshire Subdivision. Furthermore, open space has been effectively utilized as a buffer between the Village's residential components and incompatible land uses, such as the highly traveled roadways of Half Day and Riverwoods Road, as well as high-intensity commercial properties such as the Tri-State International Office Center. Finally, it should be noted that the preservation of open space in this manner is also consistent with the open space strategy that is identified in the 1976 Comprehensive Plan.

As a complement to these publicly owned openlands, the Village contains two (2) privately owned recreational facilities that serve to accommodate some of the recreational interests that are not currently satisfied by these public facilities. Located at the northwest corner of Riverwoods Road and

Yorkshire Drive, the Lincolnshire Swim Club provides an outdoor swimming pool and club house facility that are easily accessible to Village residents via automobile or bike path. The Lincolnshire Club, which is located at the northwest corner of Half Day and Elm Roads, also provides an outdoor swimming facility, a fitness center, indoor basketball courts, and indoor and outdoor tennis courts. The facility is also easily accessible via automobile and bike path. These facilities are an important asset to the recreational opportunities available to Lincolnshire residents and, as such, their importance to the community should not be taken lightly.

Although recent population forecasts indicate that the Village's population will grow by 975 persons by the year 2020, thereby rendering an ultimate population of 7,083⁵. This growth rate of approximately 16 percent per year is certainly not substantial on its own, consideration of the Village's current size substantiates a clear necessity for a much greater level of awareness of this growth potential.

The stability of the economy over the past several years and the prominent influx of new residential development into the outlying suburbs of the Chicagoland area has generated an unprecedented interest in suburban dwelling. Furthermore, due to Lincolnshire's relatively close proximity to the Chicago Loop and immediate access to the Illinois Tollway U.S. Interstate 94, the community is likely more susceptible to development pressures than many other outlying suburbs of northeastern Illinois. For this reason, the character of the Village can be substantially altered without careful consideration of potential growth and development impacts. Lincolnshire's geographic location, unique environment, and high development standards are also likely to further catalyze residential development interests within the community.

Imminent residential development interests have already begun to expose their presence, as the Village is currently receiving proposals for infill development, annexation, and out-of-village sewer connections. Furthermore, a recent 2020 population forecast for Lake County anticipates a popula-

tion increase of nearly 290,000 persons more than resided within the County in 1990.⁶ Since the best mechanism by which to ensure all development adjacent to the Village's current corporate boundaries is developed in a manner that is consistent with and compatible to the character of the community is via annexation, the Village will likely face a multitude of potential requests for annexation within the scope of this plan.⁷ These residential development proposals will primarily come from the land area herein identified as the Northeastern Sector of the *Update 2000* plan as the continued inflation of land values generates a sales return that simply out-competes the value of their current land use and continued retention.

Commercial development interests also continue to present themselves in the form of single-lot proposals within the community's existing commercial-office and retail centers. In addition, development interests in the land areas adjacent to these established centers continues to escalate, as developers seek both vacant and redevelopable sites that may better suit their needs or those of their clients. Recognizing the importance of tax revenue generation to the Village's financial stability and continued ability to provide high quality services to its resident and employee populations, this plan identifies approximately 240 acres of land area within the Southern Sector that may be suitable for such development. In addition, the Village's Downtown Redevelopment Area, formerly known as the Half Day Commercial Area, is composed of approximately 26 acres of land that may accommodate additional retail and office development.

CHAPTER TWO UPDATE 2000 OVERVIEW

Methodology

The development of the *Update 2000* comes as the culmination and completion of a Village goal that was initially established over ten years ago. Although the text of the 1976 Comprehensive Plan states that the Plan carries a 25-year life span, the rapid changes experienced within the Village and region, following the adoption of the Plan, likely necessitated its revision much sooner than was anticipated by its authors.⁸

Recognizing the substantial changes that have taken place during the maturation period of the Village since its incorporation in 1957, the Village Board sought the creation of a new Comprehensive Plan that would appropriately reflect the area's growth and changes in land use trends. The Board's primary intent in revising the Plan was the creation of an updated Land Use Policies Map that would reflect the appropriate land uses within the Village, as well as those within its 1.5 mile planning jurisdiction. For this reason, the comprehensive planning goals of the 1976 Plan have again been selected as those of the community during the scope of this plan and further as the foundation of the *Update 2000*. However, it was the finding of the Plan Commission that a subarea or sector plan approach, to supplement the 1976 Plan, was more appropriate than a complete analysis of all properties throughout the Village and the subsequent creation of an entirely new planning document.

The Plan Commission's decision to proceed with a sector update to the Comprehensive Plan rather than to advocate the creation of an entirely new document was primarily driven by the Village's substantial level of current development and its resulting minimal level of build-out capacity. Since the relatively young age of the Village has provided little opportunity for large-scale changes in the character of new development, which typically results in the creation of incompatible land uses within the corporate boundary, the Commission saw little necessity to perform a re-

evaluation of the appropriateness of all land use designations on a village-wide basis, as was done during the creation of the 1976 Plan. The Commission determined a sector update would more appropriately address the interests of the Village through the utilization of the 1976 Plan as the foundation from which an update to that Plan could be derived.

Following the Plan Commission's direction, Staff evaluated the existing conditions of the Village and the properties contiguous to its corporate boundary based upon the following criterion:

- Desirability for Annexation
- Level and Character of Existing Development
- Issues Pertaining to Current and Future Development
- Appropriateness and Compatibility of Existing Development
- Impact of Future Land Uses Upon Adjacent Land Areas

This analysis was then utilized to formulate the three sectors upon which the Update to the Comprehensive Plan would focus—the Northeast Sector, the Southern Sector, and the Downtown Sector, the names of which are based upon their geographic location in relation to the corporate boundary of the Village. The *Update 2000* was then developed in a six step collaborative process between Village Staff and the Plan Commission. The Plan was developed in the following manner with Staff performing the necessary analysis for workshop presentation, and the Plan Commission serving as the steering committee by which the Plan was developed and continuously refined:

1. A staff review of the background information, goals, strategies, policies, and community needs and interests, as established within the six chapters of the 1976 Comprehensive Plan, to evaluate and determine their relevance and the extent to which this information was applicable to the interests of the Village today.

2. Staff analysis of current uses, existing conditions, and land use trends within the three sectors, as they relate to the interests and goals of the Village, to enable the formulation of Staff's land use designation recommendations.

3. Development of a Mission Statement, future land use classifications, future land use classification purpose statements, land use designations, and a preliminary Future Land Use Map to guide the text of the *Update 2000* based upon the information obtained in steps 1 and 2 and the interests and concerns of the Plan Commission, as Village residents.

4. Incorporation of additional policies and analysis pertaining to transportation improvements (roadway, bikeway, and commuter lines/routes), municipal facilities, and other topics vital to the Village's function and future sustainability.

5. Assembly of the land use sector plans, policies, and supplemental analysis into a draft document for additional review to ensure the Plan's cohesiveness and manageability, as a representation of the needs, goals, interests, and priorities of the Village.

6. Identification and formulation of land use recommendations and policies generated from the discussion and ultimate consensus of the Plan Commission through workshop sessions held throughout the Plan's creation.

7. Final reviews made by the Village Board, Plan Commission, and general public to ensure overall appropriateness and accuracy in relation to the current and anticipated future interests of the community.

The development of the *Update 2000* in this manner ensured the creation of the Plan as both a derivative of the 1976 Comprehensive Plan and a true vision of the community's appointed planning body—the Village Plan Commission. Therefore, the Plan Commission was able to whole-heartedly endorse its development and adoption. As the Village body charged with the responsibility of overseeing Village planning functions and provid-

ing recommendations of such to the Village Board, the support and endorsement of the Plan Commission is key to the *Update's* vitality and essential to its success.

Necessity of the Update 2000

As a result of the Village's historically close adherence to the directives of the 1976 Comprehensive Plan and Land Use Policies Map, large-scale land use analysis is not required throughout the Village at this time. However, the age of the Plan and the unanticipated changing conditions and interests of the Village, county, and adjacent municipalities require the creation of this supplemental update to preserve and protect the character of the community, while simultaneously continuing to guide its future growth in a consistent manner. The Plan can then be utilized to protect the community's character by ensuring land use compatibility between those uses that lie within and outside of its corporate boundary.

Although the creation of the *Update 2000* is necessary to ensure the continued maintenance of the existing character of the currently developed portions of the community, the Plan also enables special attention to be given to undeveloped and underdeveloped areas of the Village, as well as the unincorporated lands within its 1.5 mile planning jurisdiction. The future planning guidance of these critical growth areas is critical to the interest of character maintenance and development consistency. Therefore, this plan has been created as a focus upon the land areas with the Northeast, Southern and Downtown Sectors, as previously identified, to guide and direct future land use within these highly vulnerable planning areas.

More over, the establishment of this update to the 1976 Comprehensive Plan enables the elimination of obsolete land use classifications and the creation of new land use classifications to accommodate changes in land use trends and development over the past 25 years. Furthermore, this update permits re-evaluation of the appropriateness of existing future land use designations based upon general principles of land use compatibility, and the inter-

ests and priorities of the Village. Finally, the Update provides an opportunity to reflect deviations in existing land uses from those identified by the 1976 Land Use Policies Map, both within the Village's corporate boundary, as well as outside of its limits, but within its 1.5 mile planning jurisdiction.

Another such need for the creation of the Update is driven by the growth and expansion of the communities adjacent to Lincolnshire, thereby altering the Village's planning jurisdiction from that identified by the 1976 Comprehensive Plan. Communities, such as Vernon Hills, Mettawa, and Buffalo Grove, that were a quarter-mile to more than a mile and a quarter away from the Village at the time of the 1976 Plan's creation and adoption, are now contiguous to Lincolnshire's corporate boundary. Furthermore, the Village has maintained bufferless contiguity with the Village of Riverwoods since the Plan's creation. Factors such as these required significant consideration in the creation of the *Update to the Comprehensive Plan 2000*, as contiguity often makes the assurance of land use compatibility more difficult because communities typically develop their own land use plans without regard to the interests and plans of adjacent communities. Municipal contiguity is further complicated by the absence of a mechanism by which a community may formally object to a land use proposal that does not coincide in a compatible fashion with the land use(s) immediately adjacent to the proposed use, but within an adjacent community.

One mechanism that can alleviate community expansion and land use concerns is a Boundary Agreement for intergovernmental planning. A Boundary Agreement provides certainty with respect to these concerns by way of a formally approved cooperative written agreement that is binding upon the specified communities that are party to it. Lincolnshire's decision to enter into such an agreement with the City of Lake Forest and the Village of Mettawa, in 1994, not only alleviated uncertainty by establishing ultimate corporate boundary limitations within the land area herein identified as the Northeast Sector of this plan, but also provided a uniform set of planning policies and guidelines to which the communities now

jointly adhere. Furthermore, the Agreement simultaneously established land use and character goals that may be achieved through cohesive intergovernmental planning efforts among all three communities. The importance of this agreement, which came to formally be known as the "LML Intergovernmental Local Land Planning Agreement of 1994" is immeasurable to the Village for these reasons.⁹

The establishment of the LML Agreement is an important factor in the creation and adoption of the Future Land Use Map to the *Update 2000*. This Agreement requires any reconsideration of the future land uses within the Northeast Sector to be done with the established goals and policies of the LML Agreement in mind. However, as previously stated, the Agreement also establishes boundary limitations within this region of the Village that are not recognized by the 1976 Comprehensive Plan, the creation of which pre-dated that of the Agreement. Therefore, the necessity to consider the appropriateness of various land uses north of Everett Road or east of the Illinois Tollway U.S. Interstate 94, as illustrated on the 1976 Plan, are alleviated. It is important to note, however, when determining the appropriateness of land uses within the ultimate Village boundary that consideration must be given to the land use classifications of all land areas contiguous to the Village boundary, but within adjacent communities, to ensure the implementation of effective planning. This is especially important with boundaries such as that of Everett Road, where an ultimate boundary limitation is nothing more than a two-lane roadway—much less substantial than an interstate or large natural feature such as a river or woodland conservation area.

Finally, it is important to note that the establishment of an updated comprehensive plan is important to secure the validity of both current and future zoning district classifications throughout the Village. Not only does the Future Land Use Map affirm the appropriateness of existing zoning classifications, it also secures the compatibility of land uses while simultaneously providing a crude identification of appropriate zoning classifications for land areas within and outside of the Village's cur-

rent corporate boundary based upon general land use designations. Therefore, the Future Land Use Map not only acts as a guiding tool for the Plan Commission and Village Board to oversee the planning efforts of the community, but also serves as a gauge for developers to better assess the feasibility of a contemplated development proposal.

Comprehensive Planning Goals

Although Lincolnshire has changed substantially since the adoption of the 1976 Comprehensive Plan, the priorities and interests of the Village have essentially remained consistent with those of the community at that time. For this reason, the comprehensive planning goals of the *Update 2000* are nearly identical to those of the 1976 Comprehensive Plan. However, the goals of the Update have been slightly modified to more accurately reflect the current interests of the Village in relation to the changes that the community has experienced since their initial derivation.

The goals of the *Update 2000* are as follows, and should be utilized to effectively guide the planning functions of the community until the Plan's updating or replacement:

I. CONSERVATION AND PRESERVATION OF THE COMMUNITY SETTING

The primary purpose of this goal is to maintain the unique character of the existing residential neighborhoods, as a fundamental quality of the Village. Efforts should be made to ensure that large-lot, wooded, single-family developments, with a semi-rural character continue to serve as the primary identity of the Village, thereby making it a desirable place to live. Furthermore, the community should strive to ensure a balance between future development interests and the preservation of its existing unique character.

II. CONTINUED ESTABLISHMENT OF PERMANENT OPEN SPACE

The intent of this goal is to advocate the acquisition of undeveloped and derelict properties throughout the Village for the purpose of public parkland.

Priority should be given to those properties that offer exceptional natural resources. Perhaps one of the most appropriate manners in which to do this is to re-evaluate the park donation requirements or offer incentives for increased donations beyond that which is currently required.

Special attention should also be given to maintaining the open space character of the Half Day Road corridor east of the Indian Creek in order to reduce visibility of both current and future development, as well as minimize this roadway's impact upon these developments. Although the widening of this roadway may be unavoidable, land conservation measures in this corridor, similar to those utilized in the Lincolnshire Woods Subdivision, should be implemented east of Elm and Old Mill Roads as a continuation of this necessary landscape buffer. In areas of this corridor where acquisition of land for conservation is not possible, the Village should seek Illinois Department of Transportation (IDOT) approval to incorporate supplementary landscaping within the right-of way adjacent to the roadway.

III. DESIGNATION OF LAND USE CLASSIFICATIONS IN A CONSISTENT MANNER THAT IS COMPATIBLE WITH THE VILLAGE'S RESIDENTIAL CHARACTER

The primary focus of this goal is to maintain the large-lot, single-family home as the fundamental unit establishing the residential character of the Village. However, sound planning will require land use and zoning district classifications for undeveloped or redeveloping properties to be determined by a site's geographic location, existing natural resources, and potential impact upon surrounding properties, as dictated by a land use's general level of compatibility with adjacent land uses. The attainment of this goal will ensure harmonious relationships among all residential land uses and preserve the large-lot single-family residence as the fundamental and predominate unit of the Village.

IV. PROVISION OF SHOPPING AND EMPLOYMENT OPPORTUNITIES WITHOUT DISRUPTION TO RESIDENTIAL CHARACTER

Although convenient shopping and employment opportunities are highly desirable to residents of the Village, careful consideration should be given to the location of such high intensity uses in relation to residential land uses. Commercial land uses should not be permitted east of the Des Plaines River, outside of the Interstate 94 corridor, where the character and integrity of residential properties could be compromised. However, a harmonious relationship between residential and commercial land uses should be encouraged in the downtown area as a means of ensuring this area's vibrancy and desired level of pedestrian orientation. While commercial uses should continue to be encouraged as generators of increased revenues for Village operations, the commercial character of the community as a whole should not outweigh that of its residential character.

V. CONTINUED EFFORTS TO IMPROVE VILLAGE TRANSPORTATION SYSTEMS

Concentration should be placed upon the need to minimize automobile congestion on all Village roadways. Special attention should be given to arterial roadways such as Half Day Road and Milwaukee Avenue, which are planned to be widened to four and six lanes, respectively, under the State of Illinois' Strategic Regional Arterial (SRA) transportation plans. Substantial measures should be taken to limit the impact of these SRA's on the community by minimizing curb-cuts and enhancing landscaping along these corridors in either their current or planned condition, under the Illinois Department of Transportation's plans for improvement. Therefore, the Village's desired redevelopment of the downtown area should be actively pursued to increase vehicular, bicycle, and pedestrian safety by significantly reducing uncontrolled traffic movements along Milwaukee Avenue, as permitted by current conditions.

In addition, where-ever possible, potential points of roadway connection and extension should be utilized throughout the Village to provide alternate traffic routes for both residential and commercial traffic. However, careful consideration should be taken to ensure that such roadway improvements do not generate cut-through traffic throughout the

Village's residential neighborhoods, which could compromise the safety and character of these areas.

As a result of the significant commercial, office and manufacturing developments located within the business centers of the Village, substantial consideration should also be given to the establishment of mass transit bus shuttle lines to transport members of the Village's employee population to these regional employment centers. With the established versatility of the Union Pacific/North Railway Line, which currently maintains stations in downtown Highland Park and Highwood, approximately seven (7) miles east of Lincolnshire's municipal limits; the Milwaukee District North Line, which maintains stations in downtown Deerfield and the western portion of Lake Forest; as well as the planned expansion of the North Central Service Line, which currently maintains limited service to Prairie View, less than a quarter mile west of the Village; the creation of shuttle lines from these stations could substantially reduce employee traffic within Lincolnshire.

Although some commercial enterprises with a large presence within the community have already instituted a limited shuttle transportation program, the Transportation Management Association of Lake-Cook (TMA of Lake-Cook) has indicated that other companies within the immediate region are reluctant to make a similar financial commitment until service along the North Central line is expanded, as anticipated, in 2005. The establishment of additional shuttle service between passenger stations and employment centers will bridge the currently impending gap necessary to increase train ridership. As a result, traffic congestion and resulting air pollution can be substantially reduced.

Finally, continued efforts to expand the Village's bikeway/pedestrian path network should be made as both a recreational amenity and feasible alternative to automobile transportation for Village residents. Similarly, consideration should be given to the creation of a naturalized pedestrian trail network linking passive and active open space areas as an additional recreational opportunity.

VI. PROVISION AND MAINTENANCE OF HIGH QUALITY PUBLIC FACILITIES AND SERVICES

Perhaps one of the most significant concerns facing the Village today is the necessity to accommodate its anticipated growth while satisfying the needs and interests of its existing resident population. Of greatest importance at this time is the impact of new residential development pressures on the school system. As a result, considerable thought must be given to effective ways to control the student population to ensure that the school system is not overburdened.

The need to ensure the adequacy of other community facilities such as the Village Hall and Township Library is also of great importance. Furthermore, police and fire safety protection must not be compromised by an increased community population. New development should be carefully planned and engineered to ensure that its burden on Village infrastructure does not exceed these capacities. Stormwater management should also be carefully considered when assessing the impact of new development.

In addition, the need for a recreational facility suitable for indoor activities should be closely evaluated. While an individual building may not be entirely realistic, the addition of less restrictive space to the Village Hall for these purposes may be a feasible compromise to providing such needed space, if so determined.

VII. PRESERVATION OF A HEALTHY AND NATURAL COMMUNITY ENVIRONMENT.

Preservation of the aesthetic appeal of the Village's highly wooded and uniquely naturalized suburban setting should continue to serve as the most important element of environmental focus for the community. Strong regard should be given to an effective balance between accommodating development needs and interests while maintaining the community's distinguished natural resources. Best Management Techniques, as required by the Lake County Stormwater Management Commission, should be strongly encouraged in all situations not

otherwise required in an effort to reintroduce naturalized elements of stormwater drainage and management. Such design measures can also be utilized to preserve water quality in all open waterways traversing through or within the Village boundaries. Efforts should also be made to improve existing stormwater management difficulties, whenever possible, by accommodating additional run-off beyond that produced by new development.

These comprehensive planning goals are the foundation upon which the *Update 2000* was created and are consistent with those of the 1976 Comprehensive Plan. Although, the goals of the Village may change periodically, it is important to recognize the role of these specific goals in the implementation of the *Update 2000* Plan.

In order to aid in the attainment of these goals, careful and continuous consideration should be given to the land use policies established herein, as any deviation from these policies carries the potential to jeopardize the established goals of the Village and, therefore, the integrity of this plan. Although they may be revised at any time, it is important that the goals, policies, and objectives of the community are kept current in order to effectively represent the desires of the community and, ultimately, the character of its built environment.

Finally, the importance of the comprehensive planning goals to the creation of a village Mission Statement, as a directive of the *Update 2000*, must not be overlooked. Although the goals provide an itemized listing of the community's interests, the Mission Statement serves as a cohesive summary of those goals, as a working function of the community. Therefore, the Mission Statement is directly correlated to the established comprehensive planning goals. For this reason, any modification to the goals of the community should be accurately reflected in the Mission Statement of this plan.

Mission Statement

Although fully stated at the beginning of this document, the relationship between the comprehensive

planning goals and the mission statement necessitates its incorporation within the text of the Plan, as an indication of the interconnected manner in which they were created. Therefore, the mission of the Village of Lincolnshire is as follows and should consistently be utilized to properly steer the planning interests of the community for consideration of development proposals made subsequent to its adoption and overall guidance in its future growth:

The Mission of the Village of Lincolnshire is to maintain and enhance the distinct character of the community by balancing the built environment with the natural elements in a harmonious manner through their continued preservation and conservation. Consistent planning efforts should be made to ensure land use compatibility throughout the community and to encourage sustainable development in areas where existing facilities and services may be utilized. Active participation in the redevelopment of the downtown area is essential to facilitate its creation, as a destination point, generating a sense of place and convenience, as well as strengthening civic pride among residents. These measures must be taken with a continued cognizance of both vehicular and pedestrian oriented transportation systems and their need for improvement, while balancing such needs to minimize their impact on the community's appearance and unique character.

Future Land Use Classification Purpose Statements

To guide the future land use and development of areas within and adjacent to the Village's corporate boundary in an appropriate manner, the following Future Land Use Classification Purpose Statements were created to identify and define the character sought at these locations. These future land use designations are consistent with those illustrated upon the Future Land Use Map and, therefore, incorporate the Map by reference as a cohesive representation of the Plan's text.

Estate Residential

The primary purpose of this land use classification is to preserve the semi-rural character of all areas

that maintain a limited level of environmental sensitivity while enabling detached single-family residential development that is complementary to the existing residential character of the Village. Such development should be permitted at a density of not greater than 0.5 dwelling units per acre. Development of this character is especially encouraged in areas adjacent to or on the fringe of the Village's corporate boundary—where low-density residential development may retain the semi-rural qualities of such areas.

As a result of the reduced level of environmental constraints associated with these areas, the progressive site planning techniques necessary for natural feature preservation on adjacent land areas may be foregone for the traditional design of conventional subdivisions. However, the large lot sizes inherent with this land use classification should be complemented by common outlots dispersed throughout neighborhood developments if warranted to preserve the natural elements and character of the site. Furthermore, such conservation efforts should be supplemented by expansive conservancy easements across individual lots of record to further promote an overall naturalized character. As a result, the desired land use and character of these areas may be achieved while retaining the site qualities and characteristics that lend the appropriateness of this land use at these sites.

Environmentally Sensitive Estate Residential

Areas located within this land use classification display an exceptionally high level of environmental sensitivity due to the presence of features such as woodlands, wetlands, water features, floodplains, floodways, and/or other such resources of wildlife habitat. The prevalence of these highly sensitive environmental features requires significant design consideration to minimize developmental impact upon such areas. Elements of conservation design should be employed in these areas to preserve natural features and create greenways as neighborhood open space. While the primary intent of this land use classification is the large-scale conservation of existing environmental features, such design is also encouraged in areas that do not contain expansive elements of natural sensi-

tivity to ensure the creation of residential development in a unified manner.

Subdivision design of this character is especially important to retain the desired semi-rural character and qualities of those areas of increased environmental sensitivity that are adjacent to or on the fringe of the Village's corporate boundary. Large-scale conservation of this manner should be accomplished by the creation of conservation outlots dispersed throughout developments, rather than in a solely consolidated fashion. As a result, development densities in these areas may range from 0.5 to 1.0 dwelling units per acre, depending upon overall site constraints and general site characteristics. However, the individual lots within this designation should not be less than 1.0 acre, inclusive of the land area of conservancy easements upon individual lots of record following subdivision design, but exclusive of the land area of all conservation outlots. Furthermore, since the intent of this land use classification is the creation of residential neighborhoods of a rural estate character, subdivision design should only include reduced lot sizes in those areas necessary to retain the environmental integrity of sensitive features. To this end, the density variation accommodated by this land use designation should not be utilized as an opportunity for density bonus.

Large Lot Residential

This land use classification is indicative of the neighborhood character generally located south of Half Day Road and east of the Des Plaines River. As the historical foundation from which the Village has grown today, these areas offer a unique character as the most established neighborhoods within the community. The progressive site planning techniques and innovative level of environmental consideration that was utilized upon the design of these neighborhoods enabled the creation of a highly desirable residential product due to its semi-rural and forested character. As such, established residential developments that have been placed within this land use classification must ensure the preservation of this distinctly established character. Likewise, undeveloped areas that have been placed within this land use classification should seek to attain this same level of character

upon their development.

As a result of the established nature of this land use classification, densities of properties with this designation may range from 1.0-2.0 dwelling units per acre. Although it is recognized that the level of environmental sensitivity of these areas does not require the creation of conservation outlots as a general policy, careful consideration should be given to the incorporation of such neighborhood preservation techniques that may be specifically tailored to maintain the conditions of each individual parcel or tract and ensure a unified character with that of adjacent land areas upon development. Tree preservation should continue as a primary goal throughout these established neighborhoods, as well as in those areas that have yet to be developed.

Environmentally Sensitive Large Lot Residential

The purpose of this land use classification is to permit detached single-family residential development in a harmonious manner in areas that contain a distinguishable level of environmental sensitivity from the otherwise highly exceptional and limited to minimal levels of environmental sensitivity that are maintained by other land areas appropriate for residential development throughout the Village. This element of distinguishment is driven by the mesic and/or woodland features of these sites. As a result, subdivision design in these areas should be conducted in the same highly delicate manner as those areas of the Environmentally Sensitive Estate Residential future land use classification.

While the intent of this land use classification is to ensure the environmentally conscience design of residential development within areas that exhibit a particular level of environmental sensitivity—just as those areas of the Environmentally Sensitive Estate Residential classification—this land use designation is specifically intended for those land areas that maintain in-fill development potential as a result of their geographic location within the Village. As a result, development densities in these areas may range from 1.0-2.0 dwelling units per acre to ensure an appropriate balance between the built and man-made site elements, as well as the ultimate creation of a unified neighborhood character

between the existing and future development components of the immediate area.

Conservation outlots and private conservancy areas should be fully integrated throughout the site's entirety to enable the preservation of open spaces, tree clusters, and natural vegetation for environmental and/or aesthetic purposes and to ensure the creation of a large-lot single-family character upon site development. Furthermore, the density variation accommodated by this land use classification should be utilized only for the purpose of open space and/or natural feature preservation and not simply as an opportunity for undue density bonus.

Cluster Residential

Development of this character is appropriate in those areas that display significant site constraints as a result of environmental sensitivity, site configuration, or general location. As a result, densities in these areas may range from 3.0 to 5.0 dwelling units per acre. However, this character of development should *not* be utilized simply as an opportunity for density bonus in areas that would not otherwise permit such a level of development intensity.

Attached Residential

This land use classification is intended to provide moderately low-density residential uses where the particular location, site constraints, and/or adjacent land uses are not compatible with detached single-family residential or commercial development. Development of this character may be utilized as a buffer between detached single-family residential developments and commercial land uses, where an open space buffer is not feasible. Densities in these areas should not exceed 6.0 dwelling units per acre.

Planned Urban Mixed Use

The purpose of this land use classification is to enable the integration of multiple-family residential and commercial land uses in a mixed-use fashion within the Village's downtown area. Land uses in this area should be integrated into a harmonious mixed-use development containing retail business and limited service elements as a convenience to area and village-wide residents. Furthermore,

development within this land use classification should be characterized by an intimate scale through the sensation of place, as conveyed by its pedestrian orientation and integration of uses in an urbanized manner. Such uses should coexist in both individualized and mixed-use buildings, where the residential element of this land use classification should also be accommodated. Additional uses, consistent with the character of this land use classification, such as office and entertainment uses, should also be provided—rendering this area as a “destination point” and employment center, thereby ensuring the vitality of this area throughout the day, week, and year.

Retail Business

This land use classification accommodates retail and service oriented commercial development in locations that are not conducive to pedestrian orientation. As a result, such areas should be highly accessible and located in a manner that complements the area of the “Planned Urban Mixed Use” land use designation, which encompasses the Village's downtown area. While the scale and intensity of development within these areas may not be appropriate within the downtown district, special attention to site planning and architectural design should be utilized to visually unite all development within these two land use classifications.

Planned Business Mixed Use

This land use classification is intended to provide a full range of mixed-use commercial development including entertainment-based and specialty-type establishments in a convenient manner and as a “destination point” for residents and employees of the Village. As a result, these areas should be located adjacent to heavily traveled and highly accessible corridors such as Milwaukee Avenue and Aptakisic Road so as to minimize their impact on the established residential components of the Village. Since the character of this land use classification is highly differentiated from that of the Planned Urban Mixed Use designation, competition between such development should be minimal. Land areas within the Planned Business Mixed Use classification should be utilized as opportunities to accommodate distinct land uses whose scale, character, and level of intensity is not conducive to the

level of pedestrian orientation sought in the Planned Urban Mixed Use classification. However, site design in these areas should accommodate pedestrian accessibility and circulation to reduce the necessity for vehicular travel. Development within this land use classification should not contain a residential component as an element of its mixed-use character.

Office/Research

Development of this character should be located adjacent to major traffic corridors such as Half Day Road, Milwaukee Avenue, Aptakisic Road, and the Tri-State Tollway in a highly accessible manner. This classification is restricted to office uses, as well as those entertainment and service uses ancillary to such, but does not include warehousing, manufacturing, distribution, or other industrial activities at any level. Development within this land use classification should be characterized by a campus environment similar to the Lincolnshire Corporate Center, incorporating landscape elements such as boulevards, parkway plantings, and native prairie and aquatic vegetation. Pedestrian pathways should be incorporated throughout all development in these areas as a recreational and interactive opportunity for the associated employee and patron populations.

Office/Warehouse & Light Manufacturing

This land use classification is intended to accommodate office uses incidental to low-intensity manufacturing and warehousing uses in a harmonious manner. Although this land use designation is of greater intensity than the Office/Research classification, significant design consideration should be taken to minimize the distinction between these areas due to their inherent necessity to be developed within a highly accessible and visible location. As a result of their similarities, this land use classification should be located adjacent to the Office/Research classification, but in a manner that will minimize traffic conflicts between freight transportation and passenger vehicle traffic.

Restricted Industry & Manufacturing

The primary purpose of this land use classification is to accommodate moderately intense manufacturing and restricted industrial development.

Although, such uses should be highly accessible to major roadways, development of this character should be located in areas of low or reduced public visibility as a result of elementary aesthetic considerations. Furthermore, such uses should be properly located so as to minimize any potential conflicts with adjacent developments of a significantly lower intensity such as residential, office, and retail establishments.

Resort/Golf Course

This land use classification is intended solely to accommodate Lincolnshire's Marriott Resort, as a distinct and important part of the Village's character. Its existence within the Village is essential as both a provider of highly visible semi-public open space along the Half Day Road corridor, and as a substantial revenue generator for the community from its associated theater, restaurant, and hotel activities.

Public/Quasi Public

This land use classification accommodates municipal, institutional, and governmental land uses, as well as schools, churches, and recreational establishments.

Active Open Space

Areas located within this land use classification consist of existing and/or future open lands where sporting activities or other high-intensity recreational uses, which generate a significant interactive population, are conducted. Furthermore, these areas display little to no environmentally sensitive features and, therefore, may easily accommodate the increased intensity associated with such recreational uses without jeopardizing the quality of particularly sensitive intact natural areas.

Passive Open Spaces

This land use classification accommodates preserves, conservation areas, and other land areas of existing and/or desired open space for the purpose of environmental feature preservation, recreational activities, and/or natural landscape buffering between otherwise incompatible land uses. Although not entirely applicable to all parcels and tracts within this land use designation, the particular sensitivities of the majority of the land area

within this classification does not permit recreational activities of an intensive nature. However, passive uses such as trail hiking and wildlife observation are appropriate in these areas. The remaining land areas have been placed within this classification as a result of their particular location and site constraints, as a furtherance of the directives of the open space policy.

Conservation Overlay District

This classification is intended to further demonstrate the particular environmental sensitivity of individual land areas. Natural elements in these areas include wetlands, woodlands, floodplains, floodways, water features, native vegetation and other such characteristics which result in the creation of an essential habitat for area wildlife. As a result of the predominance of such highly sensitive features in specific areas throughout the Village, the Conservation Overlay District is intended to minimize developmental impact to these areas. Key to this intent is the overall preservation of these areas in an intact manner through the implementation of conservation easements and associated buffer yards to minimize the potential for their indirect disturbance by adjacent development.

While much of the land area encompassed by the Conservation Overlay District may be designated for open space purposes as a result of its particular location or exceptional level of environmental sensitivity, this conservation designation also identifies those land areas of parcels and tracts that should be preserved in their natural state upon site development. As a result of the particular sensitivity of these areas, plan design should employ conservation techniques necessary to permit the ultimate preservation of such areas upon site development. Furthermore, development density should display sensitivity to the necessary preservation of these natural areas by eliminating the collective value of all land areas of particular environmental sensitivity within this designation from the gross land area value of the entire site, which is utilized to calculate overall development density.

This classification should be recognized as an illustrative representation of site sensitivity as derived from aerial photography, as well as topo-

graphic, floodway/floodplain, and wetland inventory maps. Site analysis should be performed prior to the Village's consideration of any development proposals to determine the accuracy and limitations of environmental sensitivity as represented by this classification.

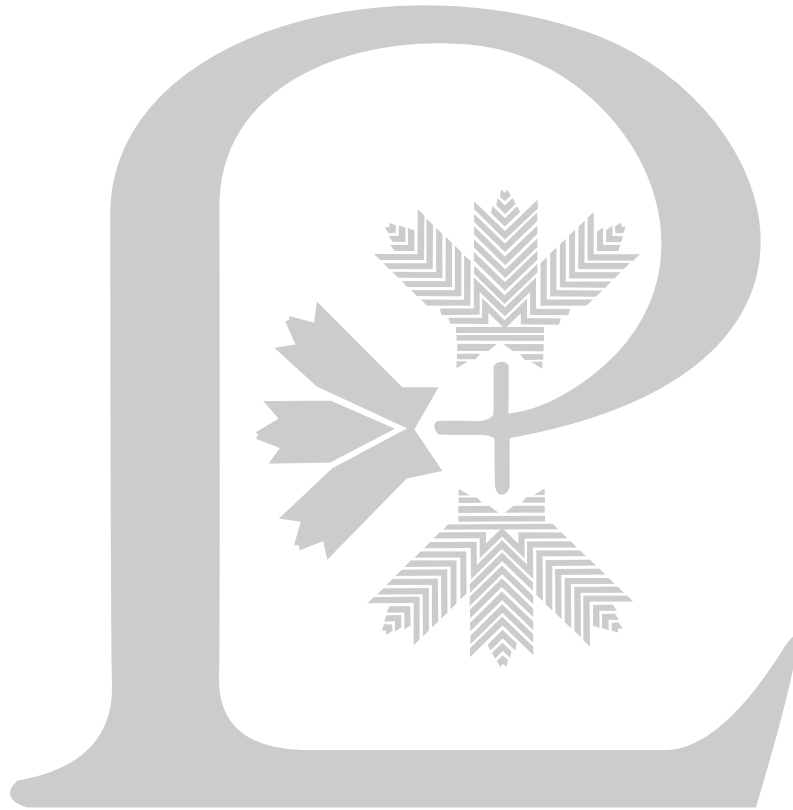
Existing Conditions Assessment and Future Land Use Recommendations

The Village of Lincolnshire has closely monitored its growth and development to ensure substantial consistency with the goals, policies and recommended land use designations of the 1976 Comprehensive Plan. As a result, there has been little opportunity for dramatic changes in existing land uses since Village planning efforts in these areas were first initiated. For this reason, the Village has experienced few conflicts within its boundary between incompatible land uses that typically arise from traditional changes in land use or land use trends. In addition, the appropriateness of the existing land uses within the Village has not generated a pressing necessity to evaluate existing and future land uses, which is usually provoked by changes in an area's development trends and resulting character.

However, the growth of the Village and the changes in development trends since the creation of the 1976 Comprehensive Plan and Land Use Policies Map have largely isolated many of the undeveloped and underdeveloped properties within and contiguous to the Village's corporate boundary due to character differences and/or issues of land use incompatibility. As a result, the Village now faces a multitude of incompatible and inappropriate land uses within the three planning area sectors identified within this plan. Current conflicts in land use compatibility within these sectors range from agricultural/single-family and multiple-family residential to single-family residential/office-warehouse and heavy industrial/office commercial. Such conflicts in land use compatibility generate concerns related to traffic flow, traffic maneuverability, traffic safety, pedestrian accessibility, pedestrian safety, aesthetic undesirability, as well as general environmental and nuisance-related issues.

Update 2000 Overview

As a result of these conflicts, this Comprehensive Plan Update 2000 focuses upon specific properties located within the land area of three sectors: Northeast, Southern, and Downtown. The following information provides an overview of each individual sector and provides an assessment of the existing conditions within each sector by parcel or tract, as identified within this Plan, followed by an analysis of the future land use recommendations for all properties identified within each individual sector.



CHAPTER THREE NORTHEAST SECTOR

The Northeast Sector represents the land area generally bounded by Everett Road to the north, the Illinois Tollway U.S. Interstate 94 to the east, Half Day Road to the south, and Elm Road to the west. This planning area is composed of eight focus areas totaling approximately 50 acres of incorporated land and 305 acres of unincorporated land. These land areas have been identified as a result of their current status as lands that are undeveloped, underdeveloped, or likely to redevelop, and their resulting level of critical importance to the existing and future character of the Northeast Sector.

The development of these parcels also maintains a critical level of importance to the general interests of land use compatibility within this sector. Careful consideration must be taken to ensure that all future development or redevelopment of these parcels is completed in a manner that will enhance the existing built environment and overall character of this planning area. As a result of the potential impact of any increased intensity of development on the focus parcels of this sector, all proposals made subsequent to the adoption of this Plan should be closely evaluated. While a conversion of the existing rural estate/agricultural character of these properties to residential uses more consistent with the adjacent land uses located within the Village could greatly enhance the character of this sector as a whole, it is important to ensure that such an increased intensity does not compromise the existing character of the established and desirable land uses of the sector. For this reason, innovative design approaches will be necessary in this planning area to ensure that the development of these properties is conducted in a sensitive and effective manner that is compatible with the existing character of both the built and natural environment.

As a result of the unique natural features that currently exist upon the focus areas within this sector, extensive conservation techniques should be implemented to ensure the preservation of wetlands, woodlands, native vegetation, water fea-

tures, and any other significant natural elements based upon their size limitations, existing quality level, and/or potential quality level upon the implementation of restoration measures. Efforts to enhance, restore, and even create such vibrant natural features should be made to minimize the visible impact of the built environment and balance its presence within the high quality natural environment of these areas.

Finally, the Northeast Sector should be noted for its distinguishment from both the Southern and Downtown Sectors as the only location within the Village's planning area where intergovernmental planning is pre-existing as a result of the LML Intergovernmental Local Land Planning Agreement of 1994.¹⁰ The Village's entrance into this agreement with the Village of Mettawa and the City of Lake Forest, not only exists as Lincolnshire's only current boundary agreement, but also enables collaborative and influential planning efforts in the development of this area and its resulting future character.

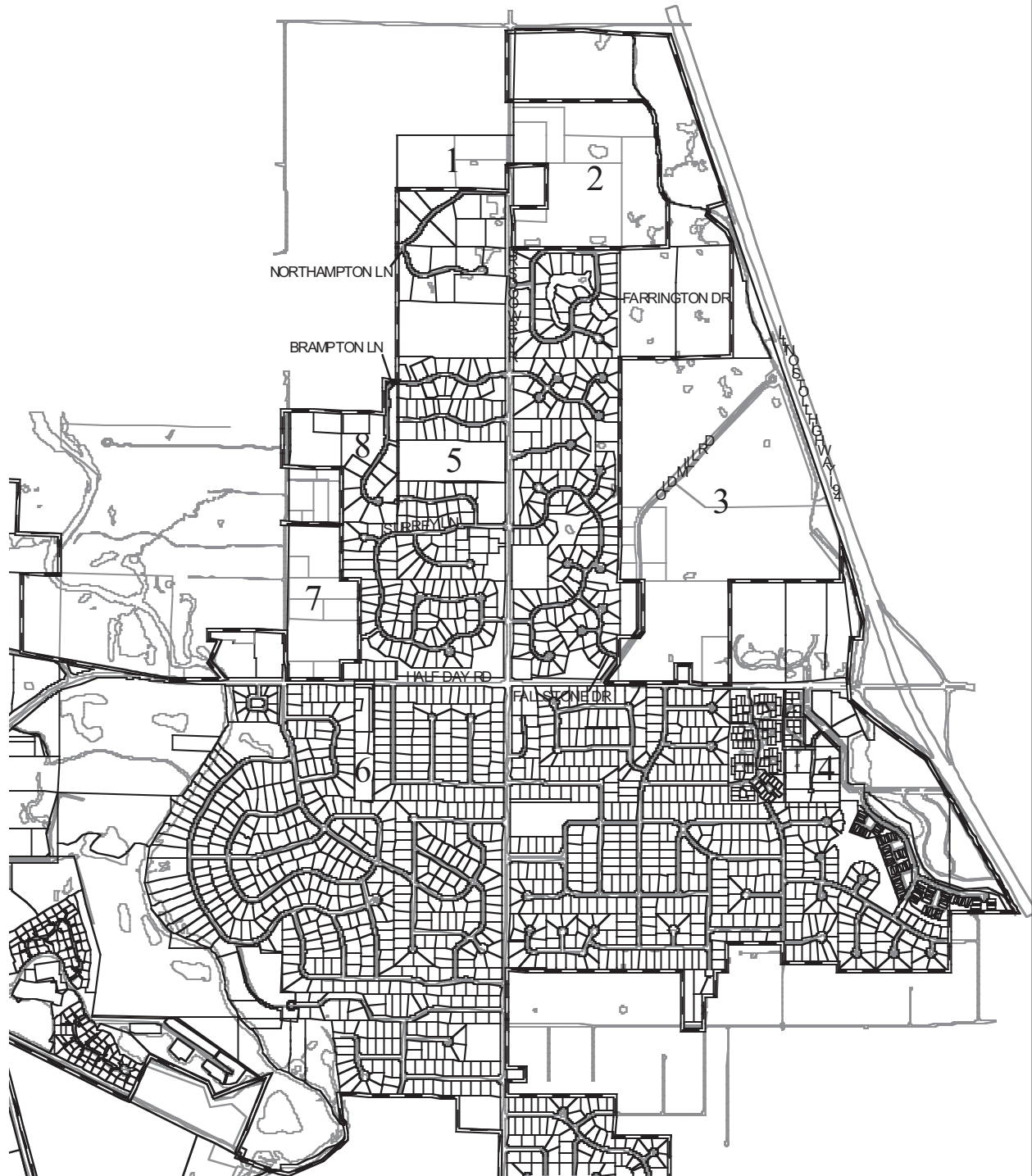
Northeast Sector Existing Conditions

For the purpose of this plan, the eight focus parcels have been assigned a number as identified on the Northeast Sector map on the following page to aid in a better understanding of their geographic location and relation to the Northeast Sector. The information presented in this section provides a brief description of the existing conditions within this sector by parcel or tract number, as referenced in this figure, and further identifies the relationship of these properties to the Village.

Area 1

This parcel is composed of approximately 20 acres and is currently utilized for the operation of an equestrian boarding facility. The property is partially and fully contiguous to the Village's corporate boundary on its eastern and southern property lines, respectively, where it abuts the Anvil Farms single-family residential community and the Ascension of Our Lord Greek Orthodox Church, immediately opposite Riverwoods Road. The

NORTHEAST SECTOR MAP



property is further bounded by the Lake County Daniel Wright Forest Preserve to the north and west.

Frontage and accessibility to the property is lent via Riverwoods Road, a two-lane, north-south arterial roadway maintained by the Lake County Department of Transportation. However, it should be noted that Northampton Lane, a residential cul-de-sac, may provide an alternate point of access to the site, as the right-of-way for this roadway is contiguous to the southern property line of this planning area. The site contains no significant natural features and only minimal woodland features.

Area 2

This planning area is composed of approximately eighty acres. Land uses at this site consist of a day camp, an equestrian facility, and several large-lot single-family residences. While the lot size of the single-family homes in Area 2 are rural-estate in character, the land in this area is primarily consumed by the Banner Day Camp. The property is fully contiguous to the Village's corporate boundary on three sides—the north, east, and south—where it abuts the active and passive recreational areas of the North Park and the Meadows of Birch Lake single-family residential community. In addition, the property is further bounded by its partial western contiguity to the Ascension of Our Lord Greek Orthodox Church. The property's geographic location, as a gap in the Village's area of jurisdiction, makes it highly desirable for annexation to ensure its eventual development is in keeping with the character of the highly visible properties to the north and south of this area. Frontage and accessibility to this focus tract is provided by Riverwoods Road, a two-lane, north-south, arterial roadway, maintained by the Lake County Department of Transportation. The eastern one-quarter of the property consists of heavy woodlands, which are located immediately west of the Village's North Park.

Area 3

Area 3 is the most significant of the eight focus areas of the Northeast Sector with regard to land area and undisturbed natural features. Furthermore, this planning area contains the high-

est amount of intact acreage under common ownership of all the focus areas that are identified within this plan. As a result, the acquisition of this parcel for future development is likely of great interest to many local and regional developers. The property is almost entirely agricultural in nature and is largely utilized for the pasturing of livestock. Furthermore, the site contains the remnants of the Florsheim family farm, the Jarnowski equestrian stable, and four single-family homes on lots of approximately one-acre in size.

Although the City of Lake Forest maintains contiguity to this property on its eastern property line, it is essentially surrounded by the corporate boundary of the Village, as a result of the Illinois Tollway US Interstate 94's function as the site's eastern boundary through the establishment of the LML Intergovernmental Local Land Planning Agreement of 1994.¹¹ The site is further bounded by its contiguity to the Florsheim Nature Preserve to the north, the Lincolnshire Woods and Briarwoods residential communities to the west, and the Sherwood Forest, Lincolnshire Square, and Woodcreek Courts residential subdivisions, as well as the Hewitt Associates office campus to the south.

Frontage to this area is provided via Half Day Road, a major, two-lane, east-west arterial State roadway, and Old Mill Road, a remnant rural thoroughfare that was converted to a cul-de-sac upon the construction of the Interstate. Although this roadway provides a secondary point of accessibility to Fallstone Drive as a component of the roadway network of the immediately adjacent Lincolnshire Woods Subdivision, its function as the *only* point of access to the properties within this area must be noted. Finally, Area 3 distinguishes itself from the other focus areas of this plan due to the presence of substantial natural features such as wetlands, woodlands, floodplain, and the West Fork of the North Branch of the Chicago River, which traverses the site.

Area 4

This planning area is composed of approximately 12 acres of land within the Village's corporate

boundary and is zoned for the single-family residential land uses of the R-1 and R-3 residential zoning districts in consideration of the eight single-family homes that existed in this area prior to the Village's annexation of such. With the exception of one, all of these structures are of a dated rural-remnant character that maintain no architectural significance. The exception to this, however, is a more recently constructed residence located in the southwestern portion of the site that is highly consistent with the quality of housing stock found throughout the latest residential developments of the Village.

The property is surrounded by the Hawthorne Suites Hotel and Tri-State International Office Center to the north and east, the Lincolnshire Woodlands detached single-family residential development to the south, and the Wood Creek Courts of Lincolnshire and Westminster Woods single-family cluster residential communities to the east. Access to the site is provided via Story Book Lane, a partially dedicated and improved roadway that intersects with Westminster Way, which borders the site's eastern boundary. However, the majority of this roadway remains undedicated and unimproved as a gravel lane that is utilized by six of the eight residences in this planning area. The highly intact forested ecosystem that exists on this site is a natural resource of great quality that should not be overlooked, despite the development disturbance that has occurred within it to date.

Area 5

The future land use of this planning area is of particular importance as a result of its increased level of visibility and resulting high level of potential impact upon the adjacent residential neighborhoods of the Whytegate, Briarwoods, Lincolnshire Woods, and Manors of Brampton Woods subdivisions, which entirely surround the parcel.

This focus parcel is composed of approximately 15 acres and is likely the most simplistic of the components of this Sector as a result of its minimal level of natural features and existing development. The site is composed of limited trees located immediately adjacent to the remaining large rural-

remnant single-family residence and long drive lane that currently provides access to the site. Although there are no other natural features currently present on the site, aerial photography has enabled the identification of low spots or hydric soils, which are not conducive to the property's current agricultural use. Furthermore, the possibility exists that these barren areas could be the former site of natural wetlands whose quality and presence have been degraded as a result of years of agricultural practices. No other natural features are present on the site. The property is accessed via Riverwoods Road.

Area 6

This planning area is composed of 6.77 acres of infill land area. The parcel is bounded by five detached single-family residences ranging in size from slightly less than one-half acre to 1.75 acres to the north, immediately opposite Half Day Road, the Deerfield Woods Subdivision to the east, and the original Lincolnshire Subdivision to the south and west. Environmental features on the site are limited as it is entirely outside of the boundaries of the Des Plaines River floodway and floodplain, however, the site does maintain a significant woodland element.

Access to the site is currently unprovided as a result of its vacant status. However the site does maintain an utilized "curb-cut" on Half Day Road as a result of the parcel's former use as the site of a single-family home. Although the Village has been approached five times over the past fourteen years with proposals for the site's development, inclusive of a proposal earlier this year, the design constraints of the parcel have not enabled a viable development plan to date.

Area 7

Area 7 is composed of 15 parcels ranging in size from approximately one-half acre to more than 9.5 acres, exclusive of the Elm Road easement that provides north-south frontage to the planning area. In total, Area 7 consists of approximately 41 acres and contains 11 existing single-family residences, which enables these developments to maintain a highly rural and remote character.

The planning area is bounded by the Village's cor-

porate boundary to the north, where it is contiguous to the southern limit of Area 8, to the east where it is contiguous to the Lincolnshire Woods, Whytegate, and Manors of Brampton Woods single-family residential subdivisions, and to the south where it is contiguous to the Lincolnshire single-family residential subdivision, immediately opposite Half Day Road. This area is, therefore, highly desirable for annexation due to its high level of contiguity and resulting level of potential impact upon the residents of these established adjacent developments.

The heavily wooded condition of this planning area encompasses approximately 33.5 acres of its total land area, with the remaining acreage containing limited trees in sporadic locations throughout the site. One of the most significant distinguishing characteristics of this area from all other areas of analysis in this plan is that accessibility to the site is primarily provided via Elm Road—a roadway that exists only as an easement of access, and as a result is not currently constructed to the Village’s engineering standards of roadway improvement. Although the southern boundary of this planning area is fronted by Half Day Road—a major arterial roadway—there are no current points of ingress/egress from this thoroughfare to the parcels within this planning area.

Finally, it should be noted that developmental pressure is already presenting itself within this focus area, as the Village Board approved the extension of the sanitary sewer main to service a four unit unincorporated residential subdivision on the approximately eight acre Agnes property; the average lot size of that development is 83,120 square feet. Fortunately, the large-lot semi-rural character that will be achieved by this development is consistent with the character of the existing Lincolnshire Woods subdivision as well as the future land use envisioned by the Village for this area.

In addition, a residential subdivision development concept for the Leese property, located just south of the Agnes property, was recently referred to the Plan Commission for its consideration and review. Although preliminary in nature, this development

concept, which is composed of 11.5 acres of the southernmost 13.25 acres of the planning area, is consistent with both the 1976 Land Use Policies Map and this *Update 2000* plan. A development of this nature would create a limited increase in housing stock so as not to overburden the community resources of the Village and/or the school districts, while concurrently enabling the furtherance of the community’s comprehensive planning goals and open space strategy.

Finally, it should be noted that a high-end single-family home was recently constructed immediately north of the Leese property. Therefore, any future subdivision development design of the remaining land area in this focus tract must accommodate the current location of this home, as its removal is highly unlikely.

Area 8

This area consists of 16.8 acres, exclusive of the Elm Road easement that currently provides north-south frontage at its western boundary. Although not currently utilized for such, access to the site may also be lent via Brampton Lane, which provides frontage on the property’s east boundary, thereby greatly improving its accessibility.

Natural features on the site are primarily limited to woodland masses, but include individual trees in sporadic locations primarily on the eastern portion of the site. Furthermore, a high quality Oak forest is located along the corridor of the drainage swale that spans the southern portion of the site in an east-west fashion. Although not extensively wooded throughout, the site’s isolated location and resulting level of reduced visibility makes it highly attractive for future residential development. In fact, an Annexation Agreement was approved prior to the parcel’s annexation into the Village that permits a maximum density of 0.64 dwelling units per acre upon the site’s development, as calculated from a conceptual site design and engineering plan that was approved at that time.

The site is located within the Village on its east side, and is further bounded by the Daniel Wright Forest Preserve to the north, Area 7 to the south, and unincorporated Lake County to the west.

Existing structures on the site consist of two small single-family residences and several out-buildings that are likely utilized for the sheltering of livestock and general storage purposes associated with the property's current utilization for residential and livestock pasturing uses.

Future Land Use Recommendations Overview

As the sector of the Village that currently maintains the greatest level of semi-rural character, in terms of undeveloped land and visible developmental impacts, future development in the Northeast Sector should be entirely of a low-density detached single-family residential nature. Therefore, additional land uses must be complementary to such residential development by providing an amenity to neighborhood and Village residents alike. Existing examples of these are the Village's North Park and Florsheim Nature Preserve, which collectively provide approximately 26 acres of active recreational land in the form of athletic sports fields, and approximately 78 acres of passive recreational land maintained in its natural state and with minimal disturbance. To further advance this goal, continued efforts must be taken to ensure the preservation of the natural landscape and the balance of this sector's built and natural elements.

Perhaps the greatest mechanism by which to accomplish this task is via the Village's continued strict adherence to the open space policy through the creation of outlots and the establishment of conservancy areas on individual lots of record throughout such developments. Subdivision design in these areas should ensure a naturalized appearance where the focus properties immediately abut Half Day and Riverwoods Roads. Furthermore, conservation design should be implemented in all areas containing significant natural features, regardless of their location within the individual focus areas or the sector as a whole.

The following information provides a brief description of the land use recommendations for each planning area necessary to guide the development of the Northeast Sector in this manner. All land use classifications referenced below are directly correlated with the land use classifications

identified on the Future Land Use Map.

Area 1

As a result of its fringe location to the Village boundary and immediate contiguity to the northern property line of the large-lot, single-family, residential character of the Anvil Farms subdivision, this tract has been placed within the "*Estate Residential*" future land use classification. The development of Area 1 in this manner will ensure the preservation of the semi-rural character that is currently established in the Northeast Sector while permitting new development that is consistent with and complimentary to the existing residential character of the Village. Furthermore, the Daniel Wright Forest Preserve, immediately north of Area 1, shall serve as a defining natural boundary for such Village development and its ultimate corporate limits.

This area's minimal level of environmental sensitivity, lead by non-existent water features and limited woodland locations, further affirms the tract's appropriateness for such residential development. As a result, Area 1 may accommodate this future residential land use at a strict density of 0.5 dwelling units per acre without a necessity to permit a range of development densities due to site constraints often imposed by environmental sensitivity. Tree clusters may then be preserved through the use of conservation easements or conservancy areas upon individual lots created upon the subdivision of the property for such residential purpose.

In an effort to maintain traffic safety through the minimization of curb-cuts on Riverwoods Road, vehicular access to this area should be strongly considered via Northampton Lane. However, in the event that such access cannot be provided, subdivision design shall accommodate emergency vehicular access, as well as pedestrian/bicycle access at this location to increase overall accessibility and encourage neighborhood interaction.

Area 2

Although immediately east of Area 1, just opposite Riverwoods Road, this planning area does not maintain the fringe location status of that area. As essentially an infill parcel, fully bounded by the

corporate boundary of the Village on three sides and partially bounded by the Village's boundary on the fourth side, the future land use of this parcel is highly influential upon the implementation of the Village's Northeast Sector planning efforts and its overall character stability. As a result of its high level of visibility, substantial size, and general proximity to the adjacent residential subdivisions of the Meadows of Birch Lake, Anvil Farms, and Bishop's Gate, as well as the Village's North Park, the development of this focus parcel should be closely evaluated for consistency with the surrounding character of this area.

For the abovementioned reasons, this planning area has been placed within the "*Environmentally Sensitive Estate Residential*" future land use classification to permit residential development of 0.5-1.0 dwelling units per acre—in keeping with the character of the adjacent residential neighborhoods. The property's development under this land use classification must reflect the need for environmental consideration and woodland preservation, especially in the eastern portion of the site where the West Fork of the North Branch of the Chicago River forms the eastern boundary of the site, and is also the location of highly intact woodlands, similar in character and quality to the Village's adjacent North Park. For this reason, the "*Conservation Overlay District*" has been applied in this area as a representation of the exceptional level of environmental sensitivity that is maintained at this location. The district is indicative of the sensitivity of the River as a natural water feature and its accompanying floodplain. No development or disturbance of any manner, should be permitted within the area that has been placed within the "*Conservation Overlay District*". Finally, conservation outlots and private conservancy areas should also be fully integrated throughout the site's entirety to enable the preservation of open space and tree clusters, as well as individually located significant trees and other forms of natural vegetation.

Ingress/egress to the site should be provided via a single curb-cut on Riverwoods Road, in the general location of the current Banner Day Camp entryway, which is proposed as a shared entrance for the

Village's North Park. As a result, the southwest corner of the North Park which has been contemplated for the location of a new Lincolnshire-Riverwoods Fire Protection District Substation, may be retained for this purpose if future development generates its necessity. Furthermore, a roadway in this location can then serve the dual function of lending access to the park as well as to the future homes located within the neighborhood of this focus area—thereby consolidating curb-cuts on Riverwoods Road and enabling access that would otherwise be prohibited by Lake County Department of Transportation roadway design standards. In addition, Farrington Drive should be considered as a secondary means of accessibility to the site, linking the Meadows of Birch Lake to any future residential development within this planning area and aiding in traffic circulation into and out of the residential development during period of peak traffic flow from the North Park. Intersection and roadway extensions in this manner will provide an alternative means of ingress/egress to this planning area during these periods of peak traffic flow at the North Park. Furthermore, it should be noted that an additional point of ingress/egress to the planning area from Farrington Drive will enhance traffic safety and accessibility to both developments.

Area 3

As the most environmentally sensitive of the eight focus parcels within the Northeast Sector, this property's future land use should be closely evaluated to ensure the preservation of the natural ecosystems that currently exist on the site. Furthermore, the site's high level of contiguity to the Lincolnshire Woods residential subdivision and the Florsheim Nature Preserve, will require substantial consideration of this site's potential developmental impact on these adjacent properties. Landscape bufferyards in the form of dedicated park land or conservation outlots should be utilized around the entire perimeter of the planning area to mitigate existing drainage concerns from the Lincolnshire Woods subdivision, preserve the semi-rural character of the Half Day Road corridor, and ensure the intact preservation of natural features, such as the West Fork of the North Branch of the Chicago River, as well the on-site floodplain, floodway, and wetlands. As an indication of the

exceptional level of environmental sensitivity that is maintained by certain areas of this planning area that include such natural features, the “*Conservation Overlay District*” has been applied. As a result of that sensitivity, no development or disturbance of any manner should be permitted within the area that has been placed within this District.

As a result of the site’s high level of environmental sensitivity and potential impact on the surrounding character of the adjacent residential neighborhoods to the west and south, this planning area has been placed within the “*Environmentally Sensitive Estate Residential*” future land use classification to permit residential development of 0.5-1.0 dwelling units per acre. Residential development of this nature is consistent with the character of the Lincolnshire Woods subdivision and also provides the reduced density and increased sensitivity necessary to accommodate the existing natural elements of the site. Furthermore, conservation outlots and private conservancy areas should be fully integrated into the subdivision design to ensure the preservation of community open space features as well as tree clusters, individually located trees of significance, and other natural forms of vegetation.

Ingress and egress to the site should be provided via a single curb-cut on Half Day Road, opposite Berkshire Lane to create a four-way signalized intersection. In order to preserve the secondary means of accessibility and interlinking roadway network currently provided by Fallstone Drive, this roadway should be extended easterly from its current terminus at Old Mill Road to enable the creation a new three-way T-intersection upon the northerly extension of Berkshire Lane into the planning area. Old Mill Road should be removed in its entirety to permit the design of the subdivision and the reconfiguration of these roadways with regard to the newly created intersection and existing on-site natural features.

The extension of Berkshire Lane northerly and the reconfiguration and extension of Fallstone Drive, as stated, will also aid in the expansion of Olde Mill Common and the preservation of public open space within the Half Day Road Corridor, as a fur-

therance of the goals of the open space policy.

Area 4

Although appropriately zoned for detached single-family residential development in consideration of the existing residences within this planning area, the future development of this site should be conducted in a highly sensitive manner to ensure the preservation of its uniquely forested character. Lot sizes within this area should be composed of no less than one-acre to preserve the remote character that is fundamental to its significance, while permitted detached single-family residential development indicative of the high quality of housing stock found throughout the Village. In addition, extensive environmental conservation measures such as conservation outlots and conservancy easements across individual lots of record should be utilized to ensure the preservation of the areas forested qualities. As such, this planning area has been placed within the “*Environmentally Sensitive Large-lot Residential*” future land use classification.

Ingress and egress to the site should be provided via Storybook Lane in a dedicated fashion improved to more closely adhere to the village’s engineering standards for residential roadway construction. However, great consideration should be given to a variation and reduction from the village’s standard residential roadway cross section to minimize the disturbance of the areas forested character and the resulting inherent loss of mature trees. To further minimize undue tree loss in this planning area, necessary stormwater detention should be provided by underground storage tanks located beneath the driveway upon each individual lot, rather than by way of a single community basin for collective detention purposes, which would require extensive grading—thereby resulting in significant tree loss.

Area 5

The future land use and development of this planning area must be closely evaluated as a result of the potential impact that such development could have on the established residential neighborhoods of the Whytegate, Briarwoods, Lincolnshire Woods, and Manors of Brampton Woods subdivi-

sions that surround the site. The character of these adjacent residential developments lends this area's future land use to development that is "*Environmentally Sensitive Large-Lot Residential*" in nature. Although the site does not contain the extensive woodlands, tree clusters, or nature features that are generally indicative of property placed within this future land use classification, it is imperative that it is developed in a manner consistent with that of the existing neighborhoods to ensure uniformity, consistency and cohesion as an integrated component of the residential community upon completion.

Upon subdivision design, special consideration should be given to the preservation of the existing historic plantation style home, as was achieved for the former farmstead in the Whytegate subdivision. As one of few opportunities to preserve such structures of significant architectural and historic integrity, this opportunity should not be overlooked or excluded from consideration upon the site's contemplation for development. Furthermore, soil borings and similar environmental analyses should be conducted toward a determination of any former wetlands on site to enable their potential restoration. Conservation outlots and private conservancy areas should be integrated throughout the site to preserve existing trees and utilized in other areas to enable the introduction of new tree stands.

Ingress and egress to the planning area should be provided via a single curb-cut on Riverwoods Road, immediately opposite Briarwood Lane. In addition, a secondary means of accessibility to the site shall be provided via Brampton Lane through the utilization of the Village's previous planning efforts, which required the dedication of right-of-way to permit an easterly roadway extension from this existing roadway. This additional point of access will enhance safety and overall accessibility to this and adjacent areas.

Area 6

This planning area's immediate contiguity to the established residential neighborhoods of the Deerfield Woods and Lincolnshire subdivisions clearly identifies its appropriate future land use as "*Large-Lot Residential*" in character. Although the

development of the parcel in this manner permits a density range of 1.0-2.0 dwelling units per acre, the extensive conservation measures necessary to mitigate the developmental impact of this site upon adjacent property owners will likely render an ultimate density of near 1.0 dwelling units per acre. The parcel's development at this density will ensure its consistency and compatibility with the adjacent neighborhoods to the east, west, and south, while ensuring its development in a manner that is sensitive to the character of those established neighborhoods.

As a result of the parcel's proximity to Half Day Road, the subdivision design of this site should be sensitive to the visual and noise-related concerns inherent with the daily use of this heavily traveled roadway. Therefore, an earthen berm of an appropriate height to reduce the impact of the roadway's use upon the site should be constructed at the parcel's northern end, immediately south of Half Day Road. The berm should be supplemented with landscaping to effectively increase its height and aid in the buffering efforts of the berm itself. To further reduce the impact of this roadway upon the site, consideration should be given to its subdivision design in a manner that will also permit the location of the necessary on-site detention facility at its northern end, immediately south of the recommended berm, thereby enabling home sites further south and away from the roadway.

Conservation outlots and/or conservancy easements upon individual lots of record should be provided throughout the development to ensure the preservation of existing tree clusters and minimize the impact of the site's development upon the adjacent neighborhoods. On-site tree replacement will also be an important design element to aid in the site's wooded character and is further essential to the minimization of this development's impact upon the established character of the adjacent neighborhoods.

Future ingress and egress to the site may be provided in two alternative manners, and the feasibility of each should be closely evaluated in determining the most appropriate point(s) of access. The first manner in which ingress and egress to this site

may be provided is via a single curb-cut on Half Day Road, provided that IDOT will permit its continued use and relocation, as necessary, to accommodate an appropriate site design and inherent increase in the intensity of use of this planning area. The second manner in which ingress and egress may be provided to the site is via the existing village roadways of Oakwood or Essex lanes. Although access to the site in this manner will require the removal of an existing home site to the west and east of these roadways, respectively, such access to the planning area may provide improved safety and enhanced design opportunities. As a result, the site may be better integrated into the established adjacent neighborhoods without jeopardizing the existing character of these areas.

Clearly, under either alternative, significant consideration should be given to a variation and reduction from the Village's standard residential roadway cross-section to minimize the disturbance of the site's wooded character and the inherent loss of mature trees from such. Furthermore, the location and configuration of this roadway should be designed in a manner that will equally distribute its impact upon the adjacent neighborhoods, rather than permitting a straight configuration along the site's east or west lot lines, thereby rendering the home sites along Essex and Oakwood lanes as through-lots.

Area 7

This planning area's contiguity to the established residential developments of the Whytegate, Lincolnshire Woods, and Manors of Brampton Woods subdivisions lends its future land use as "*Environmentally Sensitive Estate Residential*" in nature. Furthermore, the unincorporated residential development that is currently under construction on the Agnes property and the proposed incorporated development of the Leese property reinforces the appropriateness of this future land use classification at this location.

As a result of the extensive woodlands and wetlands that currently exist within this planning area, development of the site will require substantial consideration with regard to environmental sensitivity. Tree and wetland preservation will require

the integration of conservation outlots and private conservancy areas upon individual lots of record throughout the site to ensure the preservation of these natural features in a minimally disturbed and highly intact manner. Furthermore, the southernmost 3.25 acres of the planning area should be utilized for passive open space to maintain the desired semi-rural character of the Half Day Road corridor and enhance the presence of public open space in highly visible locations, in accordance with the open space policy.

Ingress and egress to the planning area may be provided via Elm Road, which currently maintains a signalized intersection at Half Day Road and Oxford Drive, and/or via the Pembroke drive stub, which although currently unconstructed, lends eastern access to this site. However, in an effort to discourage through-traffic in these neighborhoods, the design of this site should, under no circumstances, accommodate a through-street via an extension of the Pembroke Drive stub with a connection to Elm Road. Furthermore, under no circumstances should vehicular access to the site be directly provided via Half Day Road, as curb-cuts on this roadway must be minimized to ensure traffic safety and reduce traffic flow impediments on this regionally utilized roadway.

Area 8

To ensure consistency with that of the established character of development and future land use classifications in the immediate area, the future development of this parcel should be completed in an "*Environmentally Sensitive Estate Residential*" manner. However, it should be noted that the development density for this future land use classification may not range from 0.5 to 1.0 dwelling units per acre, as is defined for this land use designation by this plan. Instead, the maximum density permitted upon this site may not exceed 0.64 dwelling units per acre, in conformance with its established 20-year Annexation Agreement that expires in the year 2009.¹² A preliminary Plat of Subdivision was included as an exhibit to the Agreement that illustrated 11 single-family residential lots ranging in total individual land area from 44,332 square feet to 100,033 square feet to

achieve the established maximum permissible density stipulated by that Agreement.

Although the “*Environmentally Sensitive Estate Residential*” future land use classification does by nature, as defined in this plan, permit a density of up to 1.0 dwelling units per acre, it is clear that the maximum density permitted by the Annexation Agreement supercedes that which is permitted by this future land use classification upon this plan’s adoption. None the less, this focus parcel has been placed within the aforementioned land use classification as a matter of character to ensure its development in a manner that is compatible with that of the established Manors of Brampton Woods and future residential neighborhood development of Area 7, as directed herein.

Upon the expiration of the Annexation Agreement, or an amendment thereto, the Village may consider an increased development density for this site, provided that it remains within the density range stipulated by the “*Environmentally Sensitive Estate Residential*” future land use classification. However, as with any residential development, the appropriateness of the site’s ultimate density must be based upon the prevalence and location of any and all natural features on the site.

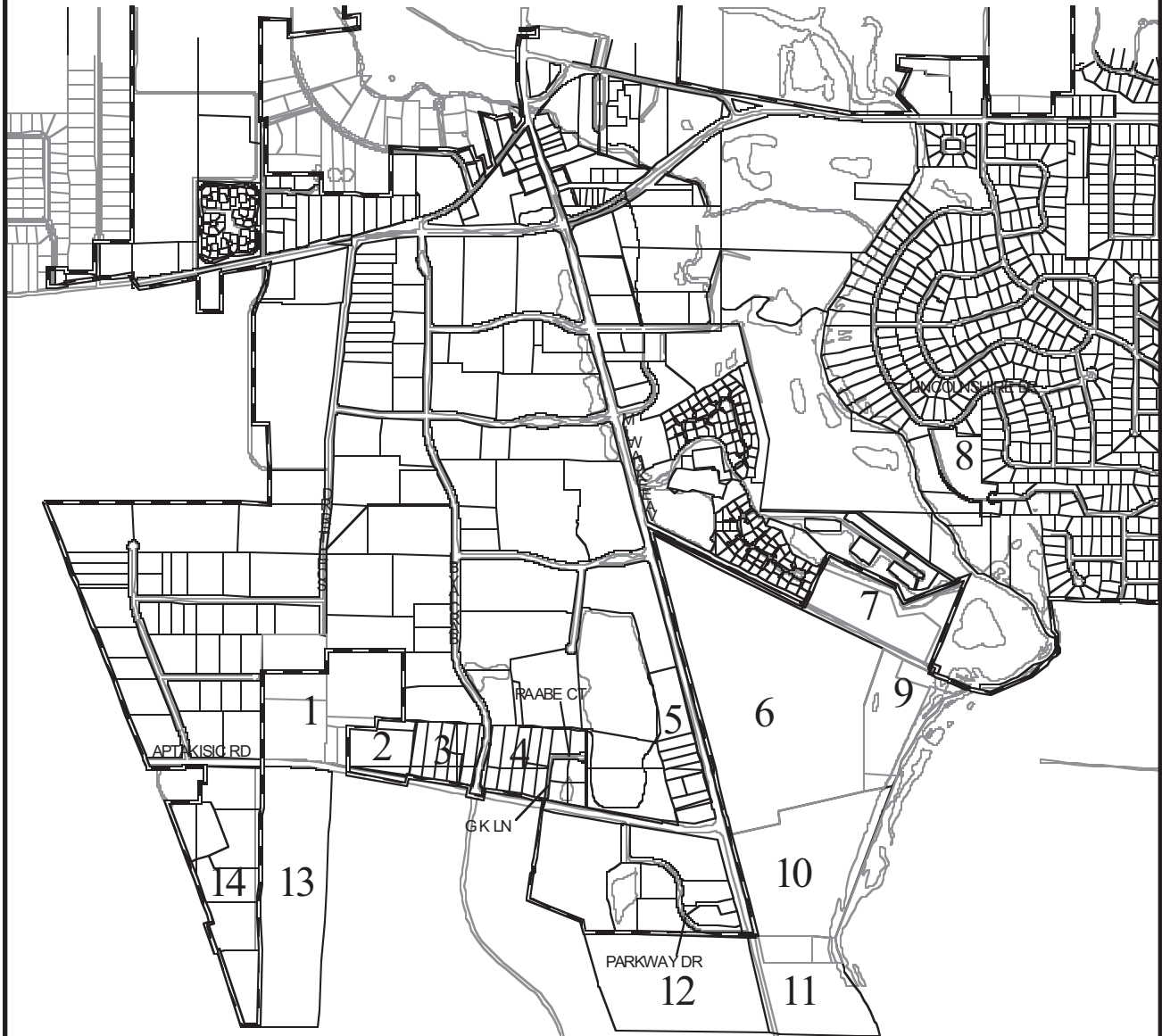
While it is likely that the extent and quality of the natural features on the site have experienced some degree of change since its annexation in 1988, the preliminary environmental study that was performed at that time should be utilized as an initial indication of the site’s level of environmental sensitivity.¹³ Upon the subdivision design of the parcel, a concerted effort must, therefore, be made to ensure the conservation of natural features, wherever possible through the use of large-lot design, conservancy easements, and conservation outlots for the purpose of public open space.

Perhaps the most influential component of this focus area’s natural features upon its future site design is the east-west drainage swale and associated Oak forest that has been established along its periphery. Disturbance of this intact, high-quality ecological unit should be minimized through its

maintenance and preservation within a conservancy area. Such methods of conservation should also be implemented in those areas containing tree clusters and other natural features, such as the northwest and eastern portions of the site.

Although the Preliminary Plat of Subdivision that was included as an exhibit to the Annexation Agreement illustrated ingress/egress to the site solely via a cul-de-sac from Elm Road, consideration should be given to the creation of a through street to enable a secondary point of access via Brampton Lane. Such a roadway design will also enable increased vehicular accessibility to the site, thereby enhancing overall safety. To further advance such safety efforts, the roadway should be designed to create a 4-way intersection on Elm Road, immediately opposite River Oaks Drive. Similarly, a 4-way intersection should also be created at this roadway’s intersection with Brampton Lane, immediately opposite the recommended curb-cut from Brampton Lane that lends access to Area 5 for which right-of-way has already been dedicated.

SOUTHERN SECTOR MAP



CHAPTER FOUR SOUTHERN SECTOR

The Southern Sector represents the land area generally bounded by Heathrow Drive, Tower Parkway and Rivershire Lane to the north, the Des Plaines River to the east, Busch Parkway to the south, and the Wisconsin Central Railway to the west. This planning area is composed of 14 focus parcels, totaling approximately 290 acres of unincorporated land and 98 acres of incorporated land. These parcels have been identified due to their current status as underdeveloped, or redeveloping properties and resulting potential impact upon the important commercial office and retail centers of the Lincolnshire Corporate Center, Lincolnshire Business Center, and the City Park at Lincolnshire development. Furthermore, the coexistence of these commercial office and retail uses with the residential uses of the Rivershire residential subdivision also necessitates an evaluation of the future land uses of these properties to enable their harmonious continuation without future conflict. Finally, the focus tracts of this sector have also been identified for analysis as a result of their high level of visibility along the Milwaukee Avenue and Aptakisic Road corridors.

The future land use and development of these tracts is critical, as many of the them currently exist as gaps or missing links in the cohesive and uniform trend of development that is underway throughout the Southern Sector. Furthermore, many of the current uses on these focus tracts are no longer compatible with the trend of development in this area. In addition, the uses of these tracts are not indicative of the character or quality of development that is adamantly sought and consistently achieved within the Village of Lincolnshire. As a result, the future land use and development of these tracts should be closely evaluated to ensure consistency and compatibility with the immediate character of the planning area.

While intact natural features within the Southern Sector are limited solely to the Des Plaines River, extensive preservation techniques will be necessary to ensure that this important regional water-

way is not adversely impacted by additional development. Careful site planning must ensure the maintenance of a naturalized buffer along the River's corridor to permit the preservation of the river banks and the overall enhancement of water quality. Furthermore, restoration measures should be implemented to permit the return of natural features such as wetlands, whose quality has been continuously degraded by years of exploitation for agricultural purposes.

Southern Sector Existing Conditions

For the purpose of this plan, the 14 focus tracts of the Southern Sector have been assigned a number as identified on the Southern Sector map on the previous page to aid in a better understanding of their geographic location and relation to the Sector. The information presented in this section provides a brief description of the existing conditions within this sector by tract number and further identifies the relationship of these properties to the Village.

Area 1

This planning area is composed of approximately 29 acres and is currently utilized for the purpose of crop farming. The property is contiguous to the incorporated developments of the Lincolnshire Corporate Center and Lincolnshire Business Center on its northern, eastern, and western property lines and is bound by Area 12 to the south. Frontage and accessibility to the site is currently provided via Aptakisic Road, a four-lane east-west arterial roadway under the jurisdiction of the Lake County Department of Transportation. However, it should be noted that the industrial village roadways of Schelter Road and Margate Drive currently stub into the northern and western boundaries of the planning area, respectively, thereby providing alternative points of future accessibility. In fact, upon the recent sale of the northernmost six acres of the site for annexation into the Village for the eventual construction of an industrial facility, additional right-of-way was provided to permit the extension of Schelter Road in a southerly fashion.

Although the minimal intensity of the tract's operational crop farming land use presents little to no issues of concern as a result of incompatibility with

the adjacent office/research and office/industrial/warehousing operations of the aforementioned adjacent commercial office business centers, it is clear that the farm remains as an obsolete island of the area's former use and character. Finally, it should be noted that although aerial photography appears to reveal the presence of a former drainage swale, the site contains no natural features and only sparse woodland features as a result of its historical use for agricultural purposes.

Area 2

This planning area is composed of 8.4 acres within the Village's corporate boundary and is zoned for O/Ia-Office/Industrial land uses. The property is currently utilized by Wirkus Nurseries solely for the growth of plant stock and is evaluated on an annual basis to ensure its land use compatibility with adjacent uses of the area as the result of an Amended Pre-Annexation Agreement. The property is predominantly surrounded by Area 1 on its north and west sides. Area 3 is immediately east of site, and the corporate boundary of the Village of Buffalo Grove is south of the site, immediately opposite Aptakisic Road, where the Rentokil tropical plant facility is located. Access to site is provided via Aptakisic Road, a four-lane east-west arterial roadway under the jurisdiction of the Lake County Department of Transportation. There are no natural features located on the site.

Area 3

Area 3 is comprised of six incorporated rural-remnant single-family residential parcels ranging in land area from slightly less than one acre to nearly two acres, collectively generating an overall gross land area of 8.9 acres. The parcels, which were forcibly annexed in January of 1996, are currently utilized for residential and nonconforming business purposes, despite their placement within the R1-Single Family Residence Zoning District. The structures located on these individual parcels consist primarily of deteriorated houses and accessory structures that have fallen into disrepair as a result of property disinvestment. As a result, the residential and nonconforming business uses of this planning area are not compatible in character or land use with the current trend of development in the Southern Sector.

This planning area is surrounded by the Lincolnshire Corporate Center to the north, Area 4 immediately opposite of Barclay Boulevard to the east, the corporate boundary of the Village of Buffalo Grove immediately opposite Aptakisic Road to the south, and Area 2 to the west. Access to the property is provided via five individual curb-cuts along Aptakisic Road, a four-lane east-west arterial roadway under the jurisdiction of the Lake County Department of Transportation, which services the six individual parcels.¹⁴

Although substantial efforts to consolidate and redevelop the easternmost parcels within the planning area have recently been made, these attempts were unsuccessful as a result of accessibility difficulties and the current reluctance of property owners to sell the land area necessary to accommodate such development. It should be noted that although Barclay Boulevard borders the site's eastern boundary, direct accessibility to this roadway cannot be lent without the consent of Van Vlissingen and Company, the current owner and management agency of the Lincolnshire Corporate Center and the accompanying small strip of land that separates this focus area from the Barclay Boulevard right-of-way. Finally, it should be noted that the planning area does not contain any natural features.

Area 4

This planning area is composed of 14 incorporated rural-remnant single-family residential lots that are comparable in size to those of Area 3 and collectively generate a gross land area of 18.3 acres. The property, which was forcibly annexed in January of 1996, is surrounded by the Lincolnshire Corporate Center to the north, Area 5 to the east, the City Park development and the corporate boundary of the Village of Buffalo Grove to the south, and Area 3 to the west, immediately opposite Barclay Boulevard. While the era of establishment and resulting character of this planning area is identical to that of Area 3, the structures located within this area have not experienced the level of property disinvestment that has occurred in Area 3. As a result, the area has largely maintained its original character as an intact single-family residential neighbor-

hood. However, regardless of this fact, the planning area remains as an incompatible land use in the midst of the current trend of commercial office and retail uses that are established within the Southern Sector.

A recent consolidation of a the westernmost parcels within the planning area has recently placed an approximately eight acre tract on the real estate market, thereby generating great interest from the development community. However, as a result of accessibility difficulties, no plans for redevelopment have been brought forth for consideration by the Village.

Access to the individual properties within the planning area is provided via Aptakisic Roadway, a four-lane east-west arterial roadway under the jurisdiction of the Lake County Department of Transportation, and the residential village roadways of G.K. Lane and Raabe Court, which provide internal access to otherwise land-locked parcels. Although Barclay Boulevard borders the site's western boundary, direct accessibility to this roadway cannot be lent without the consent of Van Vlissingen and Company, the owners the Lincolnshire Corporate Center as well as a small strip of land that separates this area from the right-of-way.

As a result of the site's establishment as a residential subdivision, this planning area does not contain any natural features. However, a man-made pond is located on the southeastern corner of the site, which likely provides the on-site detention necessary for current storm water management needs.

Area 5

This planning area is composed of eight parcels with a collective gross buildable land area of approximately 18 acres. The site is currently under the ownership of Van Vlissingen and Company, the property owner and management group of the Lincolnshire Corporate Center. While the company has taken significant efforts to fill a portion of DeSantis Lake, which is partially located on-site, it appears that the site design of this highly visible and commercially appealing tract will likely mirror that of the office building and parking area located

immediately north of the site at 300 Tower Parkway.¹⁵

This planning area's status as a vacant tract at the prominent corner of the intersection of Milwaukee Avenue and Aptakisic Road, makes it extremely appealing for future development. Furthermore, the site's placement within the O/Ia-Office/Industrial (Subdistrict A) Zoning District, immediately contiguous to the Lincolnshire Corporate Center to the north, makes it highly marketable for commercial office use. However, since the incorporation of the southern 24.3 acres of this planning area was made under an Annexation Agreement with special terms and conditions regarding future land use, the property may also be rezoned to the B2-General Business District to enable the operation of all permitted and special uses of this classification until the agreement's expiration in 2016. The remainder of the site is then bounded by Area 6 to the east, the City Park at Lincolnshire development to the south, and Area 4 to the west.

In addition, it should be noted that while there are no natural features on the site, the DeSantis Lake, which is the site of a former quarry, is identified on several State of Illinois maps as a water feature. Furthermore, this water body currently provides storm water detention for this planning area, as well as portions of the Lincolnshire Corporate Center. However, the Lake will not be permitted to accommodate the storm water management needs of any future development of the site as a result of its pre-existing condition under Lake County Storm Water Management Commission policy.

As previously stated, the property maintains frontage along Milwaukee Avenue, a four-lane state roadway and Aptakisic Road, a four-lane county roadway. However, there is no currently improved access into this planning area.

Area 6

Area 6 distinguishes itself from the focus properties of the Southern Sector, as well as all other focus parcels and tracts of this plan as a result of its status as the largest parcel of intact acreage within

the Village's planning jurisdiction and ultimate boundary. Furthermore, this 94.1 acre unincorporated parcel's historic use for agricultural crop growth has left it undeveloped over time, even as the development of surrounding properties has continuously proceeded. The property is bounded by the Rivershire residential community and Area 7 to the north, Area 8 to the east, Area 9 to the south, and Lincolnshire Corporate Center and Area 5 to the west.

Despite its contiguity to the Village's current corporate boundary, a recent attempt to annex the property for the development of a commercial office business park failed to transpire. Therefore, the property stands ripe for development today upon the approval of the Village Board. Furthermore, the property's high visibility within the heavily traveled Milwaukee Avenue corridor and sizeable land area makes it highly desirable for annexation into the Village's corporate boundary.

Although this planning area does not regularly experience periods of flooding, approximately one-half of the eastern portion of the site is currently located within the Des Plaines River floodway. Furthermore, nearly three-quarters of the western portion of the site is located within the Special Flood Hazard Area of the 100-Year Floodplain. Therefore, compensatory storage, in accordance with the regulations of the Lake County Storm Water Management Commission, will be required upon the development of this site—thereby significantly reducing the total buildable area. The only remaining natural feature on the site is a remnant row of limited fence-line trees, which stand along the property's eastern boundary.

Frontage and accessibility to this planning area is currently provided via the four-lane state roadway of Milwaukee Avenue and the severely dilapidated, two-lane Riverside Road under the ownership of Vernon Township. These roadways also serve as the eastern and northern boundaries of the parcel, respectively.

Area 7

This area consists of two parcels, composing 19.7 acres of total land area. Although unincorporated,

this site is bounded by the Rivershire residential community to the north and west, a portion of the golf course of Marriott's Lincolnshire Resort to the east, and areas 6 and 8 to the south—all of which are located with the Village's corporate boundary. Therefore, as a result of this tract's geographic location, as a gap in the Village's area of jurisdiction, and its immediate contiguity to the Rivershire commercial area, it is highly desirable for annexation.

The site contains hardwood features primarily located in two clusters on the eastern portion of the property, as well as on its western portion. Those trees located on the western portion of the site stand within and around the deteriorated residence and outbuildings that remain of a former farmstead. In addition, it is important to note that nearly the entire parcel, with the exception of the farmstead area itself, is encompassed by the Des Plaines River floodway, regardless of futile attempts to recently fill the site. As a result, this planning area only contains approximately 2.0 acres of buildable land area. Frontage and accessibility to this planning area is provided via Riverside Road, a severely dilapidated, two-lane Vernon Township roadway.

Area 8

Area 8 is composed of 9.5 acres of land area within the Village's corporate boundary and is inappropriately zoned B2-General Business District almost entirely comprising the first parcel annexed following the Village's incorporation in 1957. Despite this planning area's annexation in total during the years of 1957 and 1958, it has remained undeveloped to date. Today the site remains as a heavily wooded tract, but a recent tree survey has indicated that these trees are of a low-quality nature.

The site is surrounded by the original Lincolnshire single-family residential subdivision to the north, and east, and the Village's Rivershire Park and Nature Center to the south and west. Access to this planning area is provided via an undedicated, but partially improved portion of Londonderry Lane that intersects with Lincolnshire Drive at its northernmost extent.

Natural elements on the site consist of woodland features, as previously indicated, as well as portions of the Des Plaines River floodway and the Special Flood Hazard Area of the 100-Year Floodplain. These flood water limitations collectively consume nearly the entire site inclusive of the undedicated portion of Londonderry Lane that traverses the site in a north-south curvilinear manner.

Although the site presents many difficulties for development interests and poses some concerns with regard to impact as an expansion of the unique neighborhoods of the Lincolnshire residential subdivision, the development of this area may permit the site modifications necessary to mitigate the historically problematic flooding of this area. Perhaps of greatest importance is the opportunity to relocate and elevate Londonderry Lane from the Des Plaines River floodway, eliminating a persistent problem of public works maintenance. Although the Village has received a series of detached single-family residential development concepts over the past eight years that are consistent with the neighborhood character the immediate area and would alleviate the present flooding concerns, a proposal for Village Board consideration has not manifested to date.

Area 9

This planning area consists of 14.1 acres and is bounded by Area 7 to the north, the Lake County Ryerson Conservation Area, immediately opposite the Des Plaines River to the east, Area 9 to the south, and Area 6 to the west. Much like Area 7, this site exists as a former farmstead. However, as the long-time residence of the Boznos family, this residence has been well maintained to date, unlike the farmstead of Area 7.

Natural features in this planning area consist of a combination of mature coniferous and deciduous trees sporadically located throughout the site. In addition, much like Area 7, a large portion of the planning area is consumed by the Des Plaines River floodway. In fact, less than 2.0 acres of buildable land area remains outside of the floodway. Furthermore, 0.6 acres of that land area lies

within the Special Flood Hazard Area of the 100-Year Floodplain. Frontage and accessibility to this planning area, like Area 7, is provided via Riverside Road, a severely dilapidated, two-lane Vernon Township roadway.

Area 10

Although developed as the location of the Par-King miniature golf facility, the majority of this 39.7 acre unincorporated planning area has remained undeveloped. The site is bounded by Areas 6 and 8 to the north, the Lake County Ryerson Conservation Area to the east, Area 10 to the south, and the City Park at Lincolnshire development to the west.

Much like Area 6, approximately one-half of the eastern portion of the site is consumed by the Des Plaines River floodway—thereby greatly reducing the amount of buildable land area on site. The planning area also contains tree lines along its northern and southern boundaries, as well as along its western boundary at the location of the miniature train tracks, which accompany the recreational element of the golf facility. Access to the site is provided via Milwaukee Avenue, a four-lane roadway under the jurisdiction of the Illinois Department of Transportation.

Area 11

This planning area is composed of six parcels with a total unincorporated land area of approximately 18 acres. The property is bounded by Area 9 to the north, the Lake County Ryerson Conservation Area to the east, unincorporated parcels of Lake County to the south, and Area 11 to the west. The site is utilized for a variety of land uses specific to each individual parcel, which include vacant unused land, the restaurant and pub uses of the Cubby Bear North, and landscape contractors yards that operate from existing on-site residences.

Natural features on the site include deciduous trees in sporadic locations, with the exception of the northernmost 4.85 acres, as a result of the development of the Cubby Bear North and its associated parking area. It is important to note that this parcel remains as the most substantial buildable area of this planning area as a result of the presence of the

Des Plaines River floodway, which consumes the majority of the parcels comprising the southern portion of the site. Although within the Special Flood Hazard Area of the 100-Year Floodplain, the eastern one-quarter of the site may sustain development, provided that compensatory storage for such is supplied in accordance with the regulations of the Lake County Storm Water Management Commission. Frontage and accessibility to the site is provided via five individual curb-cuts accessed from Milwaukee Avenue, a four-lane State of Illinois roadway.

Area 12

This approximately 40-acre planning area exists as the site of the unincorporated Land and Lakes Landfill. Although this landfill was formerly utilized as a full-scale dump site, its current operation permits only the disposal of yard waste and other such biodegradable elements. However, this is an important point of distinction, as only 17.1 acres of the site has not been utilized for waste collection purposes and, therefore, retains some degree of buildability although located within the Special Flood Hazard Area of the Des Plaines River floodplain. Remaining natural features on the site consist only of sporadic trees located adjacent to the perimeter of the site, with a notable tree cluster in its northeastern corner. The planning area is bounded by the City Park at Lincolnshire development to the north, Area 10 to the east, immediately opposite Milwaukee Avenue, and the corporate boundary of the Village of Buffalo Grove to the south and west.

Frontage and accessibility to the site are provided via Parkway Drive, a village roadway interior to the City Park development, and Milwaukee Avenue, a four-lane roadway under the jurisdiction of the Illinois Department of Transportation. Furthermore, it should be noted that Parkway Drive is planned to be moved south of its current location where it intersects with Milwaukee Avenue such that a four-way signalized intersection is created upon its realignment opposite the access drive of the Cubby Bear North. As a result, Parkway Drive's current right-in/right-out status at this location will be elevated to full signalized access for all purposes of ingress/egress.

Area 13

This planning area is composed of 4 parcels comprising 40 acres of unincorporated land area. The tract is bounded by Area 1 to the north, opposite Aptakisic Road, and the Rentokil tropical plant sales establishment and the manufacturing uses of the Arbor Creek Business Center to the east and south, respectively, within the corporate boundary of the Village of Buffalo Grove. Area 13 is contiguous to the planning area at its western boundary.

The tract is utilized for the limited industrial purposes of the Cole Wire and Cable Company and Peerless of America, which conduct manufacturing and distribution operations. In addition, this site is also the home of a Laidlaw Bus Company facility, which utilizes its parcel for the storage and maintenance of its fleet. The structures associated with these establishments range in total area from approximately 160,000 square feet to 12,000 square feet from the Peerless facility to the Laidlaw building. Finally, it should be noted that the northernmost 8.6 acres of the site, as well as a nearly 4.0-acre triangular portion of the southernmost 15.1-acre parcel, are currently vacant and utilized for agricultural crop production. It should be noted that this 4.0-acre portion of land is essentially landlocked as a result of the presence of the Aptakisic Creek, which traverses the planning area, and the development of the Arbor Creek Business Center within the Village of Buffalo Grove.

As a result of the development of the southern three-quarters of the site and the agricultural utilization of the northern one-quarter site, mature vegetation is nearly absent. However, limited landscaping has been added to this planning area as a result of the commercial development that has occurred to date. Although the presence of the Aptakisic Creek presents some concern with regard to floodway issues and general site constraints, the limitations of the floodway are great. Furthermore, the associated floodplain of this water feature is primarily constrained to the banks of the Creek—thereby preserving the balance of this land area outside of the floodplain. Frontage to the planning area is provided along the two-lane Industrial Drive village cul-de-sac, the four-lane

county corridor of Aptakisic Road, and the two-lane, undedicated access drive utilized by Primescape Products and Rentokil.

Area 14

Area 14 consists of the 34.4 acre M1-Manufacturing District located within the corporate boundary of the Village of Lincolnshire. The property is bounded by the Lincolnshire Business Center to the north, opposite Aptakisic Road, Area 12 to the east, the Arbor Creek Business Center to the south, within the corporate boundary of the Village of Buffalo Grove, and various industrial uses to the west, also within the Village of Buffalo Grove, immediately opposite the Wisconsin Central Railway.

The site is currently utilized for the operation of several high intensity industrial uses, including a Roadway Express freight terminal, a crane storage and service yard, construction storage and service yards, and an automotive painting service. With the exception of the Roadway facility, all of the uses within this planning area operate as non-conforming uses. Furthermore, these sites are all non-conforming in nature as a result of architectural and site specific deviations from the regulations of the Village Code. As an area of low-visibility within the Village, this planning area has fallen victim to substandard development since its incorporation in 1968. In fact, were it not for a recent expansion of the Roadway facility, this planning area would remain as a prime opportunity for redevelopment. However, the expansion of this facility has served as the first recent indication of property reinvestment within this area.

As a result of the intensity of development that has occurred on this site, natural features are nearly non-existent. However, the approximately three-acre southernmost parcel contains numerous mature trees in sporadic locations. Furthermore the Aptakisic Creek traverse the planning area at this location. Yet, like that of Area 12, the presence of this water feature presents little concern with regard to floodway and floodplain issues, as the limitations of these natural elements are constrained to the banks of the Creek.

Frontage to the site is provided via Aptakisic Road, a four-lane county roadway, and Industrial Drive, an undedicated village cul-de-sac. However, accessibility to the site is solely provided via Industrial Drive, which has not been improved to village roadway standards as a result of its undedicated status. Finally, although unsubstantiated to date, it is important to note that allegations of environmental pollution upon this site have been made. Therefore, environmental remediation must be considered as a necessity until information is produced to the contrary.

Future Land Use Recommendations Overview

As the sector of the Village that currently maintains the greatest commercial component of development, the future land uses in this area should be closely monitored and evaluated for consistency in both land use and character with those of the immediate area. While the transitional nature of the land uses in this Sector certainly presents a level of excitement for the future of the community with regard to the area's development potential and resulting tax revenue generations, it is important to ensure that the redevelopment of this area is completed in an appropriate manner. Therefore, although the Village will likely experience numerous development proposals within this area subsequent to the adoption of this plan, careful consideration of the appropriateness of both land uses and site design must not be overshadowed by such prospects.

The Village will also be faced with difficult challenges upon the development and redevelopment of this sector as concerns arise from the long-time residents of the Aptakisic corridor.¹⁶ Although it is certain that the trend of development in this area is commercial in nature, which was catalyzed upon the Village's approval of the first phase of the Lincolnshire Corporate Center over three decades ago, resident resistance and opposition to such change is inevitable. Therefore, the Village must exercise discretion not only with regard to the appropriateness of future commercial development proposals upon the established commerce in this

area, but also upon the residents of this sector. Although market pressures and issues of land use compatibility will eventually entice even the most skeptical and reluctant of area residents to enable the redevelopment of this area, the sensitivity of this decision for many residents must not be forgotten. In the interim, it is important to ensure that the phasing of redevelopment in this area is done with consideration of its temporary impact upon the remnant residences that remain.

Adherence to the objectives and land use recommendations of this sector is essential to ensure the maintenance and expansion of the character of development in this area with consistency. The following information provides a brief description, on an individual parcel basis, of the land use recommendations necessary to guide the development of the Southern Sector in this manner. All land use classifications referenced below are directly correlated with the land use classifications identified on the Future Land Use Map.

Future Land Use Recommendations

Area 1

As a result of this area's partial three-sided contiguity to the Lincolnshire Business Center and the Lincolnshire Corporate Center, this focus tract has been placed within the "Office/Research" and "Office/Warehouse & Light Manufacturing" land use classifications to ensure development consistency and land use compatibility. The designation of the area in this manner also permits the completion of the overall commerce park development character by permitting the extension of roadways through the site in the manner necessary to improve the associated access network.

To complete the roadway network of this area, Schelter Road should be extended in a southerly fashion to Aptakisic Road, immediately opposite the shared undedicated access drive of the Rentokil Tropical Plant facility and the northernmost business uses of Area 12. A four-way intersection may then be created at the juncture of these three roadways. Similarly, Margate Drive should be extended in an easterly fashion toward the northernmost property line of Area 2 where it may then be

extended to Barclay Boulevard. This roadway may then act as the boundary between the aforementioned land use designations.

To ensure the development of this focus tract in a manner consistent with that of the adjoining commerce parks, uses appropriate in character with that of the "Office/Research" designation may then be located south of Margate Drive (extended) and within the heavily traveled and highly visible Aptakisic Road corridor. As a result, more intensive land uses conducive to the "Office/Warehouse & Light Manufacturing" designation may then be located north of Margate Drive (extended). The designation of the land area in this manner will ensure the appropriateness of future land uses with those of the established uses in the adjacent O/Ic and O/Id Office/Industrial Zoning Districts.

The development of Area 1 in this manner will not only enable land use compatibility consistent with that of the existing development in the immediate area, but will also ensure a character of development that is indicative of the foresight achieved by the planning efforts utilized in the creation of the Lincolnshire Corporate Center. Furthermore, the extension of the interior roadways in this manner may reduce the traffic burden currently placed upon Bond Street and Barclay Boulevard by providing a third means of ingress/egress as an intermediate roadway between these existing points of access. To ensure the adequate flow of traffic on Aptakisic Road, no additional points of access should be provided to the planning area via this roadway.

Detention and/or retention facilities for stormwater management should be located adjacent to Aptakisic Road as a result of its high level of visibility. Such facilities should be supplemented with native aquatic vegetation where feasible to enable the introduction of naturalized landscape features in this area, in accordance with the directives of the Open Space Policy. This design element will aid in the integration of those natural features proscribed for the Northeastern Sector and better convey the level of environmental consideration associated with Lincolnshire development standards.

Finally, wherever feasible, connection should be made to the established pedestrian pathways within the adjacent commercial centers. If no such connection is possible, a pedestrian pathway specific to the individual site should be integrated into its design.

Area 2

In keeping with the appropriateness of this planning area's current O/Ia-Office/Industrial Zoning District classification, this tract should be developed in a manner consistent in character with that of the "Office/Research" land use designation. The property's high level of visibility within the heavily traveled Aptakisic corridor lends the future use of this parcel as low-intensity commercial office in nature. Furthermore, the use of Area 2 in this manner is a logical continuation of the "Office/Research" character appropriate in Area 1, as described above. As a result, Margate Drive should be extended across the northernmost portion of this site toward Area 3 where it may intersect with Barclay Boulevard to provide access to the site. Therefore, direct access to the planning area should not be permitted via Aptakisic Road.

Detention and/or retention facilities for stormwater management should be located adjacent to Aptakisic Road as a result of its high level of visibility. Such facilities should be supplemented with native aquatic vegetation where feasible to enable the introduction of naturalized landscape features in this area, in accordance with the directives of the Open Space Policy. This design element will aid in the integration of those natural features proscribed for the Northeastern Sector and better convey the level of environmental consideration associated with Lincolnshire development standards.

Area 3

Although the site of a remnant-rural residences, the former use of this planning area is no longer compatible with the predominant existing land uses in the immediate area nor with its current trend of development. As a result, this focus tract has been placed within the "Office/Research" land use classification to accommodate uses consistent with that of the Lincolnshire Corporate Center immediately

north of the site. Furthermore, this land use designation is consistent with the character of development sought to be attained by areas 1 and 2 within the heavily traveled and highly visible Aptakisic Road corridor. Margate Drive should then be extended easterly across the northernmost portion of the site to Barclay Boulevard where the creation of a three-way intersection will provide access to the site. As such, direct access to the planning area via Aptakisic Road should not be permitted.

To ensure the development of this planning area in a manner consistent with that of the Lincolnshire Corporate Center, the redevelopment of this area should occur only by way of parcel consolidation consisting of no less than 4.0-acre lots. However, to circumvent potential site constraints and resulting impediments to the implementation of this plan, the merit of future development proposals should be evaluated upon their level of consideration of the future development of this area as a whole. Therefore, individual development requests insensitive to the future character sought for this planning area should not be permitted.

Detention and/or retention facilities for stormwater management should be located adjacent to Aptakisic Road and Barclay Boulevard as a result of their high level of visibility and frequency of travel. Such facilities should be supplemented with native aquatic vegetation where feasible to enable the introduction of naturalized landscape features in this area, in accordance with the directives of the Open Space Policy. This design element will aid in the integration of those natural features proscribed for the Northeastern Sector and better convey the level of environmental consideration associated with Lincolnshire development standards.

Area 4

Like Area 3, the remnant residential neighborhood that exists within this focus area is no longer compatible with the predominant existing land uses in the immediate area nor with its current trend of development. As a result, this focus tract has also been placed within the "Office/Research" land use classification to accommodate uses consistent with that of the Lincolnshire Corporate Center immedi-

ately north of the site. Furthermore, this land use designation is consistent with the character of development sought to be attained by Areas 1, 2, and 3 within the heavily traveled and highly visible Aptakisic Road corridor.

To ensure that the development of this parcel does not impede traffic flow on Aptakisic Roadway, ingress and egress to this planning area should be provided via a single full-access point opposite Margate Drive (extended) on Barclay Boulevard. Although this access drive may suffice as the only point of access to the planning area, consideration should be given to the extension of this roadway through the interior of the site toward Area 5, where it may form a four-way intersection at its juncture with Aptakisic Road, immediately opposite Parkway Drive.

To ensure the development of this planning area in a manner consistent with that of the Lincolnshire Corporate Center, the redevelopment of this area should occur only by way of parcel consolidation consisting of no less than 4.0-6.0-acre lots. However, to circumvent potential site constraints and resulting impediments to the implementation of this plan, the merit of future development proposals should be evaluated upon their level of consideration of the future development of this area as a whole. Therefore, individual development requests insensitive to the future character sought for this planning area should not be permitted.

Detention and/or retention facilities for stormwater management should be located adjacent to Aptakisic Road as a result of its high level of visibility. Such facilities should be supplemented with native aquatic vegetation where feasible to enable the introduction of naturalized landscape features in this area, in accordance with the directives of the Open Space Policy. This design element will aid in the integration of those natural features proscribed for the Northeastern Sector and better convey the level of environmental consideration associated with Lincolnshire development standards.

Area 5

The geographic location of this focus tract at the prominent intersection of the two heavily traveled

roadways of Milwaukee Avenue and Aptakisic Road in combination with the appropriateness of its current O/Ia-Office/Industrial Zoning District classification renders the most appropriate future land use of this site as “*Office/Research*” in character. In addition, this planning area’s contiguity to the Lincolnshire Corporate Center further illustrates the appropriateness of this future land use designation. In fact, as a result of the site constraints presented by the irregularity of its shape, the tract should be developed in a manner similar to that of the site design at 300 Tower Parkway, immediately north of this focus area.

Ingress and egress to the site should be provided via a signalized intersection at the northernmost boundary of the site via Milwaukee Avenue. Furthermore, an additional signalized point of accessibility should be contemplated opposite Parkway Drive at the intersection of Aptakisic Road.

Much like areas 1, 2, 3, and 4, detention and/or retention facilities for stormwater management should be located in a highly visible manner as the storage provided by the DeSantis Lake will not suffice by the regulations of the Lake County Stormwater Management Commission. Such facilities should be supplemented with native aquatic vegetation where feasible to enable the introduction of naturalized landscape features in this area, in accordance with the directives of the Open Space Policy. Furthermore, similar measures should be implemented along the banks of DeSantis Lake. These design elements will aid in the integration of those natural features proscribed for the Northeastern Sector and better convey the level of environmental consideration associated with Lincolnshire development standards.

Finally, wherever feasible, connection should be made to the established pedestrian pathways within the adjacent commercial centers. If no such connection is possible, a pedestrian pathway specific to the individual site should be integrated into its design.

Area 6

The recent evaluation and subsequent approval of

an office business park by the Village Board has affirmed the appropriateness of such development at this location. As such, this planning area has been placed within the “*Office/Research*” land use classification. Despite the fact that the development proposal failed to transpire, this site’s contiguity to the Lincolnshire Corporate Center, immediately opposite Milwaukee Avenue renders it ideal for such land uses. However, unlike areas 1-5, the development of this parcel should more closely resemble those uses of the entire Lincolnshire Corporate Center by including retail, entertainment, and service-based land uses ancillary and supportive of the primary office component of the site. Such development should be composed of these land uses in an integrated fashion whereby multiple land uses are accommodated within the confines of a single-structure, rather than in numerous small-scale individual buildings. As a result, the site should be developed under a single master plan, rather than in a piece-meal fashion.

Much like the Lincolnshire Corporate Center, this planning area should be developed in an environmentally conscience manner through the incorporation of extensive landscaping, detention basins, and greenways both throughout the site and within the highly visible Milwaukee Avenue corridor.

Ingress and egress to the site should be provided via Riverside Road in a realigned fashion opposite Tower Parkway, as well as via Aptakisic Road extended easterly into the planning area. In addition, a third point of intermediate access may be provided from Milwaukee Avenue at the central area of the site’s western boundary, opposite the entryway recommended for Area 5. Finally, a collector roadway interior to the site should be constructed in a parallel manner to Milwaukee Avenue to assist in traffic circulation and aid in the disbursement of traffic associated with the site’s development.

In light of the extensive level of environmental sensitivity of the site, as demonstrated by the presence of the Des Plaines River floodway, the eastern portion of the site should be preserved for restoration purposes. As such, the “*Conservation Overlay District*” has been applied in this area as

an indication that no development should be permitted within this area. Instead, native plantings and wetlands should be reintroduced to this area—restoring the site to its pre-agricultural vegetative state. Pedestrian pathways should also be incorporated into this design as a recreational amenity to Village residents and employees of this business center.

Area 7

As a result of the predominance of the Des Plaines River floodway in this planning area and its resulting level of environmental sensitivity, this site has been placed with the “*Passive Open Space*” land use designation. To further demonstrate the sensitivity of the site, the “*Conservation Overlay District*” has also been applied over the entire land area.

In accordance with this recommendation, the site should be acquired by the Lake County Forest Preserve for the expansion of the Des Plaines River greenway and all structures should be removed. The site may then be restored to a natural state through the reintroduction of native vegetation.

Area 8

This planning area’s contiguity to the established residential neighborhood of the original Lincolnshire Subdivision lends its future land use as “*Large-lot Residential*” in nature to permit detached single-family residential development of a character consistent with that of this adjacent neighborhood. In so designing such development, Londonderry Lane should be relocated, elevated, dedicated, and improved to the Village’s standards for residential roadways, consistent with that of Lincolnshire Drive and the off-site extension of Londonderry Lane that intersects with Riverwoods Road.

Although the provision of a compensatory storage stormwater facility will be necessary to permit the easterly relocation and associated elevation of Londonderry Lane, the facility should be designed in a manner that will minimize the resulting loss of existing trees in its location and alleviate the potential for the unnecessary loss of adjacent trees during its construction. To further minimize undue

tree loss on this site, underground storage tanks located beneath the driveway upon each individual lot should be utilized to accommodate the additional stormwater run-off produced from the increased impervious surface of the home sites. Finally, conservation outlots and conservancy easements across individual lots of record should be utilized to further enable tree preservation in this planning area.

Area 9

Like Area 7, the predominance of the Des Plaines River floodway in this planning area and its resulting level of environmental sensitivity renders the most appropriate use of the site as “*Passive Open Space*”. To further demonstrate the sensitivity of the site, the “*Conservation Overlay District*” has again been applied over the entire land area.

In accordance with this recommendation, the site should be acquired by the Lake County Forest Preserve for the expansion of the Des Plaines River greenway and all structures should be removed. This site should then be utilized for the further integration of the Des Plaines River Trail such that this network may be extended in a southerly fashion, as planned.

Although this site has been maintained in a much more sensitive manner than Area 7, the reintroduction of native vegetation should also be considered in order to return the land to its former state. However, such restoration efforts must be made with particular sensitivity to potential soil erosion as a result of the site’s immediate proximity to the Des Plaines River.

Area 10

As a result of this site’s proximity to the office and entertainment based uses of the City Park at Lincolnshire development, as well as its proximity to the existing and recommended office uses of the Lincolnshire Corporate Center and areas 1-6, this planning area has been placed within the “*Planned Business Mixed Use*” future land use designation. As such, development of this site should be done in a unified manner under a single master plan to integrate retail, service, entertainment, and office uses in a mixed fashion to support the adjacent planned

and established office centers.

Like Area 6, the eastern portion of the site should be preserved for environmental restoration purposes as a result of the extensive level of environmental sensitivity of the site, as demonstrated by the presence of the Des Plaines River floodway. Therefore, the “*Conservation Overlay District*” has been applied as an indication that no development should be permitted within this area. Instead, native plantings and wetlands should be reintroduced to this portion of the site—restoring it to its pre-disturbed vegetative state. Pedestrian pathways should also be incorporated into this design as a recreational amenity to Village residents and employees of this business center. The Des Plaines River Trail should then be integrated into the pathway system to enable the southerly extension of this important regional network, as planned.

Ingress and egress to the planning area should be provided via Aptakisic Road (extended). Additional points of right-in/right-out accessibility should be considered as necessary, dependent upon site design.

Area 11

Like Area 9, as a result of this site’s proximity to the office and entertainment based uses of the City Park at Lincolnshire development, as well as its proximity to the existing and recommended office uses of the Lincolnshire Corporate Center and areas 1-6, this planning area has been placed within the “*Planned Business Mixed Use*” future land use classification. In addition, the recent acquisition of the northernmost 4.85 acres of the site for the Cubby Bear North further demonstrates the appropriateness of the entertainment component of this future land use designation.

As the character of the “*Planned Business Mixed Use*” classification indicates, the development of this site should be done in a unified manner under a single master plan to integrate the retail, service, entertainment, and office uses in a mixed fashion to support the adjacent planned and established office centers.

As common to areas 6 and 9, the eastern portion of

this planning area should be preserved for environmental restoration purposes due its extensive level of environmental sensitivity, as is demonstrated by the presence of the Des Plaines River floodway. The “*Conservation Overlay District*” has, therefore, been applied in this area as an indication that no development should be permitted within this portion of the site. Instead, native plantings and wetlands should be reintroduced to this area to restore it to its pre-disturbed vegetative state. Pedestrian pathways should also be incorporated into this design and linked to those of areas 6, 8, and 9 as a recreational amenity to Village residents and employees of the adjacent planned business center. The Des Plaines River Trail should then be integrated into the pathway system to enable the southerly extension of this important regional network, as planned.

Ingress and egress to this planning area should be provided via the current access drive of the Cubby Bear North. The southern parcels of this tract should then be accessed by way of a cross-access easement and reconfiguration of the Cubby Bear North parking area to accommodate such, thereby minimizing curb-cuts on Milwaukee Avenue. Furthermore, interior points of vehicular connection between this planning area and area 9 to the north should be strongly considered to reduce unnecessary traffic flow between the sites on Milwaukee Avenue. Additional points of right-in/right-out accessibility should be considered south of the Cubby Bear property, as necessary dependent upon site design.

Area 12

As a result of the current waste disposal operations at this location, which renders more than one-half of the total land area unbuildable, in combination with the uncertainty of resulting consequences of this use, Area 11 has been placed within the “*Active Open Space*” future land use designation. Upon the termination of the landfill operation, the planning area should be utilized for recreational uses such as sports fields, festival grounds, and sledding runs, as is a common use of former landfills today.

Ingress and egress to the site should be provided

via Milwaukee Avenue and Parkway Drive upon its southerly relocation and reconfiguration, as was planned upon the design of the City Park at Lincolnshire development.

Area 13

Due to the established nature of the existing manufacturing facilities on this site, coupled with its separation from the Lincolnshire Business Center and Lincolnshire Corporate Center by Aptakisic Road, this area has been placed within the “*Restricted Industry & Light Manufacturing*” future land use designation. The contiguity of the Village’s M1-Manufacturing District, immediately east of the site, further illustrates the appropriateness of this land use designation.

While this planning area is largely developed with recently constructed facilities in accordance with Lake County regulations, the remaining 8.6 acre parcel that immediately fronts Aptakisic Road stands as a prime opportunity to develop a highly visible facility in full compliance with all development standards of the Village of Lincolnshire. As such, the existing facilities on site should be modified to more closely adhere to these standards of the Village.

Although the uses within this designation are of a distinctly greater intensity than those of the adjacent “Office/Research” and “Office/Warehouse & Light Manufacturing” land use designations, the design of these buildings and sites should minimize this distinction in the best manner possible.

Ingress and egress to the site should be provide via the unincorporated drive currently shared by the uses in this area with the Rentokil facility to the east, as well as Industrial Drive, dependent upon appropriate site design. Furthermore, access to this planning area should not be provided directly via Aptakisic Road.

Area 14

As the historical location of the Village’s most intensive zoning classification—the M1-Manufacturing District—this focus tract has been placed within the “*Restricted Industry &*

Manufacturing” future land use designation to accommodate such uses. The complementary classification of Area 12 within this future land use designation will provide a sizeable land area for the establishment of those uses that are not compatible with the “Office/Research” and “Office/Warehouse & Light Manufacturing” land use designations, immediately opposite Aptakisic Road.

However, it is clear that this planning area will likely require extensive environmental remediation as a result of the historical operation of nonconforming land uses on this site. Therefore, soil borings and other measures of environmental pollution should be conducted prior to the future redevelopment of the site in a manner consistent with that of the “Restricted Industry & Manufacturing” future land use designation. However, although the uses within this designation are of a distinctly greater intensity than those of the adjacent “Office/Research” and “Office/Warehouse & Light Manufacturing” land use designations, the design of these buildings and sites should minimize this distinction in the best manner possible.

Ingress and egress to the site should be provided via Industrial Drive, which should be publicly dedicated to the Village and improved to the village engineering standards for industrial rights-of-way. Under no circumstances should access to any portion of the planning area be made directly via Aptakisic Road, with the exception of the recently improved Roadway Express freight terminal.

CHAPTER FIVE DOWNTOWN SECTOR

The Downtown Sector represents the land area generally bounded by Port Clinton Road, Route 45, and Apple Orchard Lane to the north, the northern portion of Jamestown Lane, the eastern portion of Olde Half Day Road, and southern portion of Jamestown Lane to collectively form the planning area's eastern boundary, Marriott Drive to the south, and Prairie Road to the west. The planning area is composed of eight focus parcels and tracts totaling approximately 100 acres, of which approximately 26 acres fall within the Village's downtown redevelopment area. Approximately 53 acres of the total land within this sector is unincorporated, with the area's remaining balance of 47 acres located within the current corporate boundary of the Village of Lincolnshire.

The focus areas within this sector have been identified as a result of their current status as undeveloped, underdeveloped or redeveloping properties and high level of visibility generally within the transportation corridors of Milwaukee Avenue and Half Day Road, which provide entry into, through, and out of the Village. With their prominent location in mind, the Village should pursue the annexation of all unincorporated areas identified in this sector to ensure that any and all future development of such is compatible with the adjacent land uses and character of development found within the Village.

Natural features within the Downtown Sector are of a highly reduced presence and much lower quality than those found throughout other areas of the community. Unlike the Northeast and Southern Sectors, floodplain and floodway within this planning area is generally constrained to the limitations of the banks of the Indian Creek, which traverses through the sector, and, therefore, has a minimal impact upon the site constraints of the sectors individual focus parcels and tracts. However, portions of the floodway and Special Flood Hazard Area of the Des Plaines River's 100-Year Floodplain do exist on the eastern portion of Area 8. In addition, although some of the focus areas

within this sector are composed of an abundance of trees, the vegetative quality of such is not consistent with the high-quality and distinguished level of species desirability that is common throughout other areas of the community. As a result, tree species enhancement and diversity should be a focus within this sector.

Finally, as previously indicated, the Downtown Sector should be noted for its distinguishment as the location of the Village's downtown redevelopment area. The Village's establishment of a Tax Increment Financing (TIF) district within this area in 1989 was a proactive measure to ensure the redevelopment of the historical Half Day area in a manner and character conducive with that of the Village. Most importantly, the district is representative of the community's commitment to provide long-desired retail and service-oriented establishments to its residents. Although, it has certainly been slow in the making, the Village Board's recent approval of the Redevelopment Agreement for this area has advanced the Village's ultimate vision for the development of such further than ever before in its 12 year history.

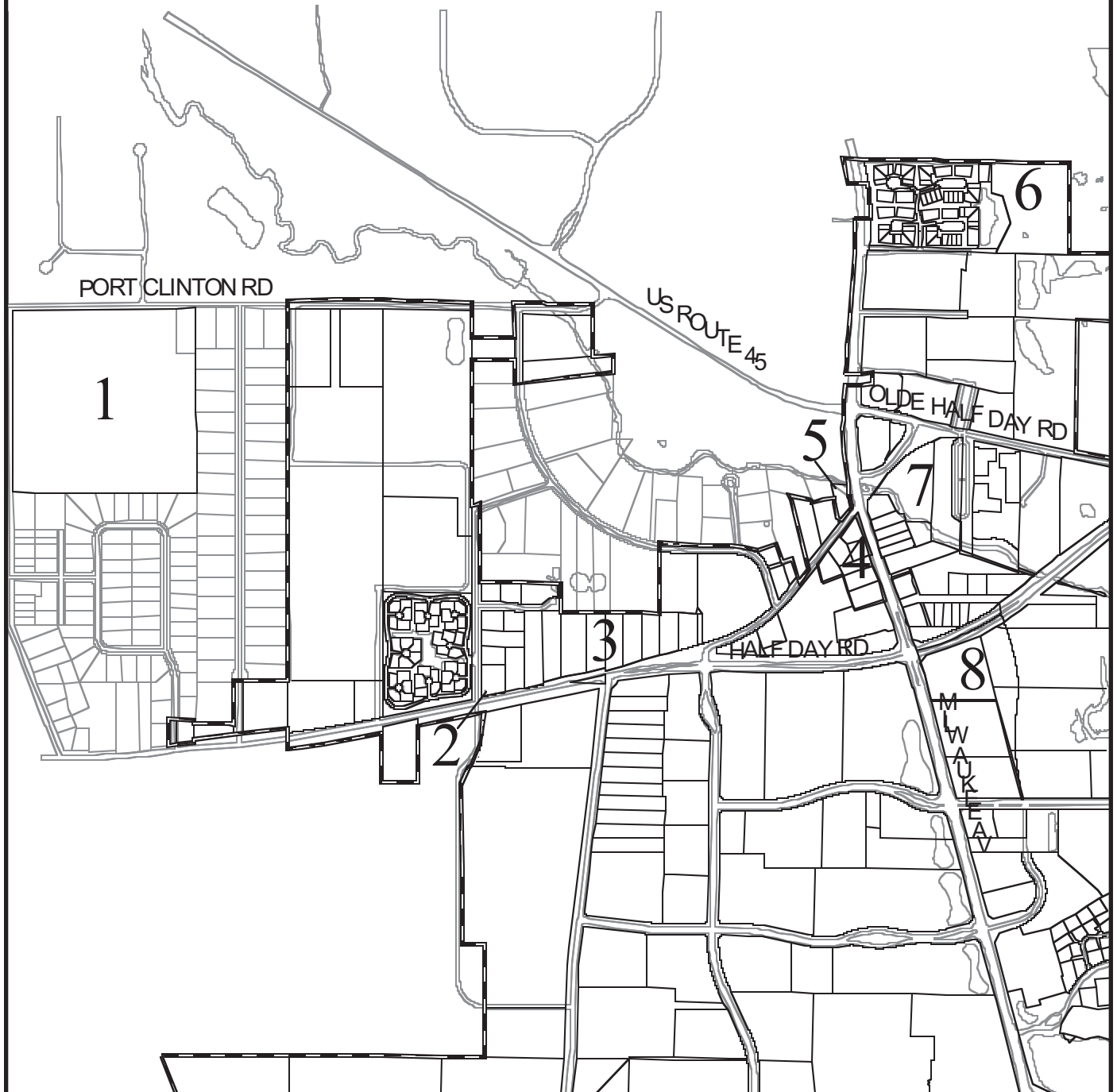
Downtown Sector Existing Conditions

For the purpose of this plan, the 8 focus tracts of the Downtown Sector has been assigned a number as identified on the Downtown Sector map on following page to aid in a better understanding of their geographic location and relation to the Sector. The information presented in this section provides a brief description of the existing conditions within this sector by parcel or tract number, as referenced in the Downtown Sector map and further identifies the relationship of these properties to the Village.

Area 1

This area is composed of the approximately 40 acre unincorporated Stancliff farm, which is bounded by the approximately one acre lots of the unincorporated detached single-family residential Meadows of Prairie View subdivision to the north, the approximately one acre lots of the unincorporated detached single-family residential Prairie

DOWNTOWN SECTOR MAP



Ridge subdivision to the east, the approximately one half acre lots of the detached single-family residential Krisview Acres subdivision to the south, and the Roslyn Woods detached single-family residential subdivision within the Village of Buffalo Grove to the west, immediately opposite Prairie Road.

As a result of this area's past and current use for crop farming, the site displays minimal environmental features with only a single tree cluster immediately adjacent to the residence and outbuilding's that compose the farmstead. However, it should be noted that aerial photography has revealed the presence of a drainage swale, despite years of agricultural plowing and tilling practices to permit crop growth. Access to this area is provided via Port Clinton Road, a two-lane county roadway. In addition, Prairie Road also provides frontage to the property as its western boundary.

Area 2

Area 2 consists of a single parcel encompassing slightly over three-quarters of one acre within the Village's corporate boundary. The parcel is surrounded by a single-family residence, immediately adjacent to the small detached single-family residential Cailino subdivision to the north, Area 3 to the east, the Millbrook Business Center to the south, immediately opposite Half Day Road, and the Westgate single-family cluster residential subdivision to the west, immediately opposite Hotz Road. The parcel is currently vacant and is heavily wooded. In addition, although not within the Indian Creek floodplain, this parcel is a point of water ponding throughout much of the year likely maintaining the elements of a wetland.

Area 3

This tract is composed of nine rural-remnant single-family residential parcels ranging in land area from slightly less than one acre to nearly two acres, collectively generating an overall gross land area of approximately 12 acres. Although four of these parcels are located within the Village's corporate boundary, the remaining five are unincorporated. The deteriorated condition of the houses and accessory structures located upon the individual parcels of this area and its resulting overall poor maintenance

level has long stood as an eye-sore of blighted exposure within the highly visible Half Day Road corridor, as the western gateway of the Village for many years. Fortunately, however, the parcels within this tract were recently consolidated and subsequently annexed by the Village upon the approval of a 56-unit attached single-family residential development, the construction of which is anticipated to begin in the late spring of this year.

This planning area is surrounded by the Village's Cailino detached single-family residential subdivision and the estate residential parcels of the unincorporated Indian Creek area to the north, the Vernon Township Library to the east, the Lincolnshire Corporate Center to the south, and Area 2, as well as the Cailino subdivision and three single-family detached residences to the west.

Although moderately wooded, the majority of the trees in this focus area are low-quality scrub trees in nature. As a result, these trees will be lost to the mass grading earth work that is necessary to permit the redevelopment of this area in a manner responsive to and compatible with the current trend and character of development in the immediate area. There are no other natural features on the site.

Ingress and egress to the site is provided via eight individual curb-cuts along Half Day Road, a two-lane Illinois state roadway, and one curb cut off of Old Half Day Road, a two-lane state roadway that remains as a portion of the former Half Day Road corridor, prior to its current location upon realignment.

Area 4

This approximately one-half acre unincorporated parcel is the location of Tacos Monterrey, a small "carry-out" restaurant establishment that remains as a remnant element of the Half Day commercial area. The site is surrounded by the corporate boundary of the Village of Vernon Hills to the north, immediately opposite Indian Creek, Area 7 to the east, immediately opposite Milwaukee Avenue, Area 6 to the south, and the P.J. Willicker's restaurant and pub to the west.

Despite its immediate proximity to Indian Creek, as its northern boundary, the property contains no elements of the Creek's associated floodplain or floodway. Furthermore, the site contains no trees or other vegetation as it is entirely paved. Although the site maintains frontage along both the four-lane state roadway of Milwaukee Avenue and the two-lane state roadway of Old Half Day Road, ingress and egress to the site is solely provided via Old Half Day Road.

Area 5

This focus area is the 8.7 acre incorporated Tischer residence, which remains as a remnant of the Downtown Sector's formerly rural character. The site is bounded by the unincorporated estate residences of Apple Orchard Lane to the north, the Lake County Half Day Forest Preserve to the east, the Ponds of Wealshire Alzheimer's disease care facility to the south, and the Heritage Creek attached single-family residential subdivision to the west.

This site is highly environmentally sensitive as nearly three quarters of its eastern portion is consumed by the Des Plaines River floodway, and the parcel's remaining land area lies within the Special Flood Hazard area of the River's associated floodplain. The parcel is accessed via a 25 foot access easement along the northern boundary of the Heritage Creek development.

Area 6

This area is composed of seven parcels comprising a total land area of approximately 10 acres. The planning area is surrounded by the P.J. Willicker's restaurant and pub, as well as Area 4 to the north, Area 7 to the east, the McDonald's and Amoco establishments to the south, and the Half Day Elementary School to the west.

Existing development within this planning area consists of a former detached single-family residence as the current office of the Charles W. Greengard and Associates engineering firm, a Denny's family restaurant, and the Oak Tree Corners retail and office commercial center.¹⁷ In addition, two parcels located immediately opposite

each other with one at the northern and one at the southernmost limits of the planning area are vacant as the former sites of an Amoco gas station and a True Value Hardware, respectively. Although the Village has approved an approximately 2,000 square foot commercial office and retail building to be constructed upon the former Amoco gas station site, the construction of this facility has been delayed due to the speculative necessity for environmental remediation to mitigate certain soil pollution, which occurred from a gasoline tank leak while Amoco occupied this site. Fortunately, this redevelopment will ensure that all pollution resulting from that mishap is accomplished prior to any regrading or construction to appropriately mitigate environmental concerns at the site.

Ingress and egress for this planning area is currently provided by five functioning curb-cuts along Milwaukee Avenue and two curb-cuts along Old Half Day Road. In addition, the former Amoco site contains four curb-cuts, two along both Milwaukee Avenue and Old Half Day Road, that are unutilized as a result of the site's current vacancy. However, it should be noted that the approved commercial office and retail building to be constructed upon this site will consolidate these curb-cuts to provide only a single point of accessibility from each roadway.

Natural features within this planning area are entirely nonexistent as a result of the site's past and present development. Finally, it should be noted that this planning area is located with the Village's TIF district.

Area 7

This planning area is composed of numerous parcels encompassing approximately 21 acres of the Village's downtown redevelopment area and is bounded by the Indian Creek to the north and east, Half Day Road to the South, and Milwaukee Avenue to the west. The site is generally surrounded by the Spectrum Office Center, the South Village Green, the currently under construction Village Green Condominiums, and the Indian Creek and Hidden Lakes Condominiums to the north and east, Area 8 to the south, and Area 6, as well as the Clark gas station, and the McDonald's

and Amoco establishments to the west.

Although the majority of this planning area is vacant and occupied only by low-quality scrub trees, the site does contain several deteriorated commercial retail and residential structures, including a former Lincolnshire-Riverwoods Fire Protection District station, as remnants of its historical existence as Lake County's prominent Half Day area.

As previously stated, natural features on the site include low-quality scrub trees, as well as the floodplain and floodway elements of the Indian Creek. Fortunately, however, the limitations of these stormwater features are largely restricted to the banks of the Creek, where the largest consumption of land by such occurs at the southeastern corner of this triangular planning area. Additional environmental considerations include the necessary environmental remediation of the northwestern-most one-half acre of the planning area, which has been identified as a point of definite soil pollution as a result of a gasoline tank leak that occurred during the time that the site was occupied by an Arco gas station. In addition, although the extent of which is undetermined to date, possible remediation of a spill that occurred at the currently operating Clark gas station located at 445 Milwaukee Avenue, in the approximate center of this planning area's western boundary, may also be necessary. It is important to note, however, that this remediation, or a determination of its absence of necessity, will be conducted prior to any future redevelopment of these areas. Fortunately the redevelopment of this area, will mitigate environmental concerns as the only way that the Village can ensure a resolution of these concerns in a timely manner.

Ingress and egress to this planning area is provided via 12 curb-cuts along Milwaukee Avenue, disbursed along its entire western boundary, as well as a two curb cuts on Half Day Road, both within 350' of the intersection of these arterial roadways. Finally, it should be noted that this planning area is located within the Village's TIF district.

Area 8

Area 8 is partially composed of four parcels consisting of approximately five acres of the Village's downtown redevelopment area. The site is surrounded by Area 7 to the north, Lincolnshire's Marriott Resort to the east, the Rivershire Commercial Area and the Courtyard Hotel by Marriott to the south, and the Aksys commercial office establishment, the Courtyard Hotel by Marriott, and the Lincolnshire Corporate Center to the west.

Although not as densely wooded as such, the trees located within this planning area are of the quite similar to those of Area 7 in that they do not exhibit the level of superior quality found throughout other areas of the Village. Additional natural considerations within this planning area include the Indian Creek floodway and the associated Special Flood Hazard Area of its 100-Year Floodplain. Although the area is also the former location of a gas station, no resulting environmental pollution exists from such.

Although the site maintains frontage to both Milwaukee Avenue and Half Day Road, access to the site is currently unprovided as a result of its existing vacancy. However, it should be noted that the site does contain two curb-cuts on Half Day Road at the presumable location of the former gas station. Finally, it should be noted that this area is within the Village's TIF district.

Downtown Sector Future Land Use Recommendations Overview

The redevelopment of this area in a semi-urbanized mixed-use manner will enable a substantial increase in Village tax revenue much like the Southern Sector, these areas should be developed in a manner that is complementary rather than competitive. Key to this goal is the development of the commercial component of the Downtown sector in a manner that is entirely unified in both site plan design and architectural quality.

Unlike the contemporary nature of the Southern Sector, the architectural character of the Downtown Sector should expand upon the tradi-

tional elements of the Lincolnshire Village Green and Village Green Condominiums, as illustrated by the directives of the Downtown Design Guidelines. Furthermore, this theme should also be extended to the residential components of the sector through the use of similar building materials and general design appearance. However, careful design review should ensure that these elements maintain some level of distinguishability to differentiate their uses and mitigate the potential monotony resulting from excessive similarity.

The Village's establishment of a Tax Increment Financing (TIF) district in this area in 1989 and subsequent party to a partnership in Redevelopment Agreement for the creation of a downtown area within this sector, enables its proactive involvement as a facilitator and catalyst in the long-desired improvement of this area and the desired provision of retail and service-oriented establishments as a convenience to area residents. However, to ensure that this is effectively accomplished, adherence to the land use recommendations of this sector is essential.

The following information provides a brief description of the land use recommendations necessary to guide the development of the Downtown Sector in an appropriate manner. All land use classifications referenced below are directly correlated with the land use classifications identified on the Future Land Use Map.

Downtown Sector Future Land Use Recommendations

Area 1

As a result of this area's contiguity to the Meadows of Prairie View, Prairie Ridge, and the Krisview Acres unincorporated single-family residential subdivisions, this focus tract has been placed within the "*Large Lot Residential*" land use classification to permit a development density of 1.0-2.0 dwelling units per acre. Although this planning area's past and present utilization for agricultural crop purposes has depleted all natural features from the site, efforts should be made to reintroduce such woodland elements and native prairie plantings in common outlots to enhancement roadway setbacks and provide internal greenspace. To further complement such features, conservancy easements upon individual lots of record should be created to provide a network of expansive conservation areas dispersed throughout the development. As such, the site design for a subdivision of this nature must be responsive to environmental qualities and features such as the apparent drainage swale which traverses the site in a diagonal fashion and serves as a stormwater runoff pathway from Krisview Acres to the Indian Creek, as illustrated by the topographic indications of U.S.G.S. maps. Access to the site should be provided via one curb-cut on Port Clinton road, opposite Raleigh Court, and one curb-cut on Prairie Road, opposite Roslyn Lane.

Although quite small in land area, this site was identified as a result of its high level of visibility within the Half Day Road corridor and its uncertain future usability in the face of the Illinois Department of Transportation's (IDOT) pronounced intent to widen this roadway to four lanes. As a result of its heavily wooded nature and apparent wetland qualities in conjunction with its immediate proximity to Half Day Road, this parcel has been placed within the "*Passive Open Space*" land use classification. As a result, the site should remain undeveloped to ensure the preservation of its on-site environmental characteristics. The parcel's maintenance in this natural state will also serve as a buffer area from Half Day Road in both its current and future design for the adjacent residential properties located north of the site. Furthermore, the preservation of this site as such will enable the provision of highly visible open space in conformance with the directives of the open space policy.

Area 2

The future land use of this planning area should serve as a transition between the Indian Creek estate residential uses to north of the site and the commercial office uses located south of the site, opposite Half Day Road. As a result of this area's high level of visibility within the Half Day Road corridor, the parcel should be annexed in its entirety.

Area 3

The future land use of this planning area should serve as a transition between the Indian Creek estate residential uses to north of the site and the commercial office uses located south of the site, opposite Half Day Road. As a result of this area's high level of visibility within the Half Day Road corridor, the parcel should be annexed in its entirety.

ty to ensure its use and development in a manner compatible with that of the adjacent village lands. As such, this planning area has been placed within the “*Attached Residential*” land use classification to permit attached single-family residential development at a density of no greater than 6.0 dwelling units per acre.

As a result of the parcel’s high level of visibility and close proximity to the downtown redevelopment area, the character of this development, as achieved by its architectural design and building materials, should closely resemble that of the downtown area. Ingress and egress to the planning area should be provided via a single curb-cut on Half Day Road, immediately opposite Schelter Road, thereby consolidating the eight existing curb-cuts and creating a four way intersection. Although the synchronized signalization of this point of access with the signal at Barclay Boulevard would certainly enhance traffic safety and improve the site’s overall accessibility, it is clear that a signal will not currently be permitted at this location as a result of IDOT’s regulatory distance guidelines for permitting such.

Finally, the design of a heavily landscaped berm of an appropriate height should be accommodated within such development to provide privacy to its future residents and reduce the site’s exposure and susceptibility to the noise level generated by automotive travel on Half Day Road throughout the year.

Although the Village recently approved a 56-unit proposal that adheres to the above-stated character and design features, the inclusion of this planning area within this update plan is essential to afford the Village with the proper planning measures necessary to ensure the appropriateness of subsequent development proposals in the event that the currently approved development proposal does not come to fruition.

Area 4

Although quite small in land area, this parcel was identified as a result of its high level of visibility within the Milwaukee Avenue corridor and immediate frontage to this roadway. The site’s proximity

to the Village Green of Lincolnshire and the downtown redevelopment area renders its most appropriate future land use as “*Retail Business*” in nature. Perhaps, of even greater importance though is the annexation of this parcel to permit village regulation of its future land use, site design, and architectural character.

Although it is clear that the site constraints of this parcel, with regard to boundary configuration and total land area, are too great to permit a significant redevelopment of desired character, the parcel should be annexed to enable village regulation of its use and appearance until such time. The parcel should be consolidated and redeveloped with the P.J. Willicker’s restaurant and pub establishment, immediately west of this area, which also remains as a remnant of the Half Day commercial area. Full access this site should be restricted to Old Half Day Road, however, a secondary point of right-in/right-out accessibility at Milwaukee Avenue may be considered if appropriate by site design.

Area 5

As a result of this planning area’s high level of environmental sensitivity due to the predominance of the Des Plaines River floodway and the associated Special Flood Hazard Area of the 100-Year Floodplain, this site has been placed with the “*Passive Open Space*” land use designation. To further demonstrate the sensitivity of the site, the “*Conservation Overlay District*” has also been applied over the entire land area.

In accordance with this recommendation, the site should be acquired by the Lake County Forest Preserve for the expansion of the Des Plaines River greenway and all structures should be removed. The site may then be restored to a natural state through the reintroduction of native vegetation.

Area 6

As a result of this area’s disjointedness from the downtown redevelopment plan that encompasses Areas 7 and 8, as imposed by Milwaukee Avenue, this planning area has been placed within the “*Retail Business*” land use classification to permit retail and service oriented establishments complementary to the land uses sought in those areas. As

such, this area should be redeveloped in a manner consistent with the character of development sought for Areas 7 and 8. Architectural characteristics of such should include four-sided buildings, brick facades, cedar shake shingles, and traditional design elements such as gabled roofs and general symmetry. Furthermore, site design should include building facade frontage and rear parking areas in a manner consistent with traditional downtown development. Therefore, despite this planning area's physical separation from Areas 7 and 8, it should be visually linked to those areas by design and character.

Ingress and egress to this planning area should be provided via Milwaukee Avenue and Old Half Day Road on a limited basis. Although parcel consolidation should be a focus in this area to permit large-scale design that can not currently be accommodated, whenever possible cross-access easements should be provided to permit internal access, thereby increasing traffic safety and reducing traffic flow impediments resulting from otherwise unnecessary movements between establishments along Milwaukee Avenue.

Area 7

This planning area has been placed within the "*Planned Urban Mixed Use*" land use classification to permit its redevelopment in conformance with the Village's downtown redevelopment plan. The redevelopment of this area should be characterized by pedestrian orientation achieved by human-scale buildings of a traditional design such as those found in the Village Green of Lincolnshire. Architectural characteristics of this design should include four-sided buildings, brick facades and cedar shake shingles upon buildings with immediate frontage facades and rear or interior parking areas. Furthermore, the design of this area should exhibit a high level of intimacy to convey a unique sensation of place.

Land uses within this planning area should include a multitude of retail, service-oriented, and entertainment-based uses as a convenience and destination point for village residents. Access to the site should be provided via the existing roadways of Milwaukee Avenue, Half Day Road, and the South

Village Green. In addition, an interior spine roadway should be extended through the site as the northern extension of the southern portion of Jamestown Lane, thereby lending interior access throughout the development as an alternative to these roadways. The development of the planning area, as envisioned, will require particular sensitivity with regard to the floodplain and floodway of the Indian Creek and should seek to preserve the limited high quality trees that exist on this site.

Area 8

Although included within the scope of the downtown redevelopment project, this planning area has been placed with the "*Retail Business*" land use classification to accommodate an appropriate grocer as an anchor to the commercial development planned for Area 7. In addition, the grocer upon this site should be complemented by retail and service-oriented land uses similar to those of Area 7 as an added convenience to village residents. Although much larger in scale and, therefore, presenting much greater difficulty in enabling traditional architectural building design consistent with that of Area 7, these areas should be visually united by way of architectural elements and features, as well building material color and consistency.

Access to the site should be provided via Milwaukee Avenue, Half Day Road, and a northern extension of the southern portion of Jamestown Lane from its current terminus at Marriott Drive. This roadway extension should extend northerly to Half Day Road to form a signalized, four-lane intersection by way of its location, immediately opposite the interior spine roadway planned for Area 7.

CHAPTER SIX TRANSPORTATION IMPROVEMENTS

As the growth and development of the Village occurs, many of the long-desired opportunities necessary to improve the Village's transportation networks will be presented. These improvements should be made to all of the automotive roadway, recreational bikeway, and recreational pedestrian trail elements of the Village's transportation systems. Such improvements will provide the ground work necessary to complete the extension of these transportation elements as well as enable the construction of new components of these elements that are necessary to ensure adequate transportation throughout the community. However, careful consideration must be utilized with regard to the extent and location of these improvements due to their potential impeding role in the use and enjoyment of the properties throughout the community.

While the Village's transportation systems should be improved to accommodate the needs of its residential and commercial populations, design consideration must ensure the mitigation of any potential nuisance or safety-related concerns that may arise as a result of transportation improvements—especially with regard to the residential components of the community.

Future transportation improvements and points of ingress and egress should be provided in the manner identified by the future land use recommendations for each individual focus area of the three sector concentration of this plan. The future land use and open space maps provided herein present an illustration of these identified transportation improvements. The construction of the Village's roadways, bikeways, and trails in this manner will ensure the development of each focus area in a logical manner to enable a cohesive integration of these new elements of the transportation network into that of the existing in a manner that will increase the efficiency and effectiveness of the network as a whole.

While the enhancement of the Village's transportation network in a manner consistent with the directives of this plan presents minor complications from an administrative level when the improvements involve only Village rights-of-way, difficulties often arise upon the necessary interaction of state, regional, and local transportation planning bodies due to frequent differences in policies and objectives. As a result, it is important for the Village to maintain communication with those bodies that maintain partial or complete jurisdiction of roadways within or adjacent to the corporate boundary of the Village to ensure an adequate understanding of the long-range transportation goals and interests of each body. Such bodies include the Illinois Department of Transportation, the Lake County Department of Transportation, the Vernon Township Highway Department, and the public works departments of the communities contiguous to the Village's corporate boundary. Furthermore, cooperative agreements for roadway maintenance should continue to be utilized as an effective way to increase maintenance efficiency.

Perhaps most importantly, the Village must maintain communications with the Illinois Department of Transportation, as the body that maintains jurisdiction over the Strategic Regional Arterials (SRA)¹⁸ of Milwaukee Avenue and Half Day Road. The planned expansion of these SRA's, each by a total of two-lanes, as identified by the 2020 Transportation System Development Plan must be closely monitored by the Village to ensure that any improvements to these roadways does not adversely impact the community.

CHAPTER SEVEN IMPLEMENTATION

The future land use recommendations provided in this *Update 2000* plan have been derived from the collaborative dialogue of interaction accomplished through Staff analysis and Plan Commission consideration under Village Board direction. The completion and adoption of the Plan provides the foundation from which the Village should monitor its future growth in a manner to ensure land use compatibility and design consistency throughout the community. Therefore, this plan should be utilized as a guidance tool of frequent reference during the Village's future development processes to ensure growth in a manner consistent with the community's adopted goals, policies, and objectives, as identified herein. Furthermore, frequent consultation of the Plan will ensure adequate consideration of all development proposals with regard to land use character and appropriateness.

The most fundamentally important instrument through which the Plan may be implemented is zoning. In this respect, the appropriateness of a land area's zoning classification is key to the Village's regulation of its future development and land use in a manner that is consistent with the directives of the Plan. Therefore, it is essential to conduct a comprehensive review of the Zoning Title of the Village Code to ensure the appropriateness of its regulatory provisions in light of the land use recommendations and desired character distinctions sought for the focus areas identified by the Plan.

Although zoning district designation should be utilized to steer the appropriate future land use of all land areas within the three sector focus of this plan, as well as of that throughout the Village, zoning alone cannot achieve the quality or character of land uses that the Plan seeks to accomplish. Therefore, the appropriateness of the supplemental regulations of the Village Code must be considered in collaboration with the directives of the Plan. As a result such a review of the Code for appropriateness must also include an examination

of regulations of the Subdivision and Land Development title, due to their inherent relationship to the provisions of the Zoning title, and more importantly, the ability to achieve the desired character of development, which is the ultimate goal of these combined regulations.

Similarly, a review of the Sign Control and Tree Preservation and Landscaping titles should also be conducted to ensure the Village's desired attainment of the development character that is identified for each focus area by the Plan. The role of these regulations must not be overlooked as an important component of the development product resulting from their interaction with the Zoning and Subdivision and Development titles. Furthermore, in light of the development pressures facing the Village, as well as Lake County as a whole, substantial consideration should also be given to a revision of the Village's parkland, library, and school donation requirements to ensure that such an increase in residential development can be adequately sustained without hindering the use and enjoyment of village facilities by the current and future residents of the Village's existing residential neighborhoods.

Although the Zoning title of the Village Code currently provides several residential and commercial zoning classifications, it is clear that the desired character of development identified for many of the parcels and tracts within these sectors may not be accomplished under the current regulations of these zoning districts even though the nature of these established districts may accommodate the future land use designations that have been identified by the Plan. Therefore, a comprehensive revision of the Zoning title must appropriately modify the provisions of these existing zoning classifications as well as incorporate new zoning classifications to appropriately accommodate the land uses and character of development that are identified for these areas by the Plan. To supplement the zoning district classifications, the Village should strongly consider the incorporation of design guidelines and illustrative examples of appropriate site planning techniques to achieve the character of development identified by the Plan.

As a result of these modifications, the Village Staff, Plan Commission, and Architectural Review Board are then provided with the tools necessary to guide the community's growth and development in a manner consistent with the Plan.

Finally, the importance of the Plan to guide and direct the future growth of the Village cannot be emphasized enough. The Plan should be referenced not only to ensure the appropriateness of all development proposals with regard to future land use, but also to ensure that the character of such proposals is consistent with that identified by the Plan. A constant cognizance of the directives of the Plan will minimize land use conflicts and ensure the level of development consistency that is necessary to enable the appearance of unity and relation among all developments.

While irregular deviations and blatant disregard for the directives of this plan will certainly jeopardize the Plan's integrity as a whole, it is understood that minor modifications and amendments may be necessary to ensure the Village's proactive approach to unforeseen changes in development trends and community desires. However, the potential consequences of such deviations from the Plan cannot be overlooked. As a result any deviations from the policies, objectives, and future land use recommendations identified in the Plan should be closely evaluated to consider their immediate and potential impact upon its overall implementation. Therefore, substantial deviations from the directives of the Plan should be accommodated by periodic amendments, as necessary to appropriately satisfy the needs, desires, and interests of the Village.

¹ The Village utilized the 1976 Plan to direct its growth and development until the adoption of this Update.

² Both the information provided by the Delphi Task Force, as cited in the 1976 Comprehensive Plan, and the village- wide resident survey that was completed in 1998, identified the wooded, large-lot, semi-rural character of the community as a top priority among village residents.

³ This population value was derived from the Census 2000.

⁴ These values are based upon the average value of the homes sold during the year of 2000, as provided by the 2001- 2002 fiscal year Village Budget.

⁵ Estimation provided by the 2020 population forecasts of the Planning Committee of the Northeastern Illinois Planning Commission (NIPC) for the *2020 Regional Transportation Plan* by the Chicago Area Transportation Study (CATS).

⁶ Estimation provided by the *2020 Regional Transportation Plan*.

⁷ The scope of the Update 2000 is contingent upon the level of adherence to the Plan's policies and objectives as well as the suitability of these guiding elements to the unanticipatable changing conditions and land uses of the Village. Any deviations from the Plan or changes in the existing conditions, land uses, values, or interests of the community will necessitate amendments or updates to the Plan at a much greater frequency than will be necessary if adherence to the directives is maintained.

⁸ The 1976 Comprehensive Plan states that the Plan has a visionary scope with a "25-year horizon."

⁹ However, this agreement is more commonly known as the "LML Agreement."

¹⁰ Although unformalized to date, cooperative planning efforts are currently underway to ensure the creation of downtown areas that are unified in both appearance and the appropriateness of land uses between the villages of Lincolnshire and Vernon Hills.

¹¹ The terms of the LML Intergovernmental Local Land Planning Agreement of 1994 limit the annexation of Area 3 to the Village of Lincolnshire. Therefore, this area's contiguity to the corporate boundary of the City of Lake Forest does not present an opportunity for its annexation into the City during the life of this agreement.

¹² This Agreement was entered into and secured by the Village upon the approval of Ordinance #89-1066-33.

¹³ This study is identified as Exhibit D in the Annexation Agreement for this parcel, which was entered into and secured by the Village upon the approval of Ordinance #89-1066-33.

¹⁴ A single access drive currently provides accessibility to two (2) of the home sites, while the remaining four (4) home sites maintain individual points of ingress/egress.

¹⁵ The filling of DeSantis Lake is permitted in accordance with the parcel's Annexation Agreement, which was entered into and secured by the Village upon the approval of Ordinance 96-1427-11.

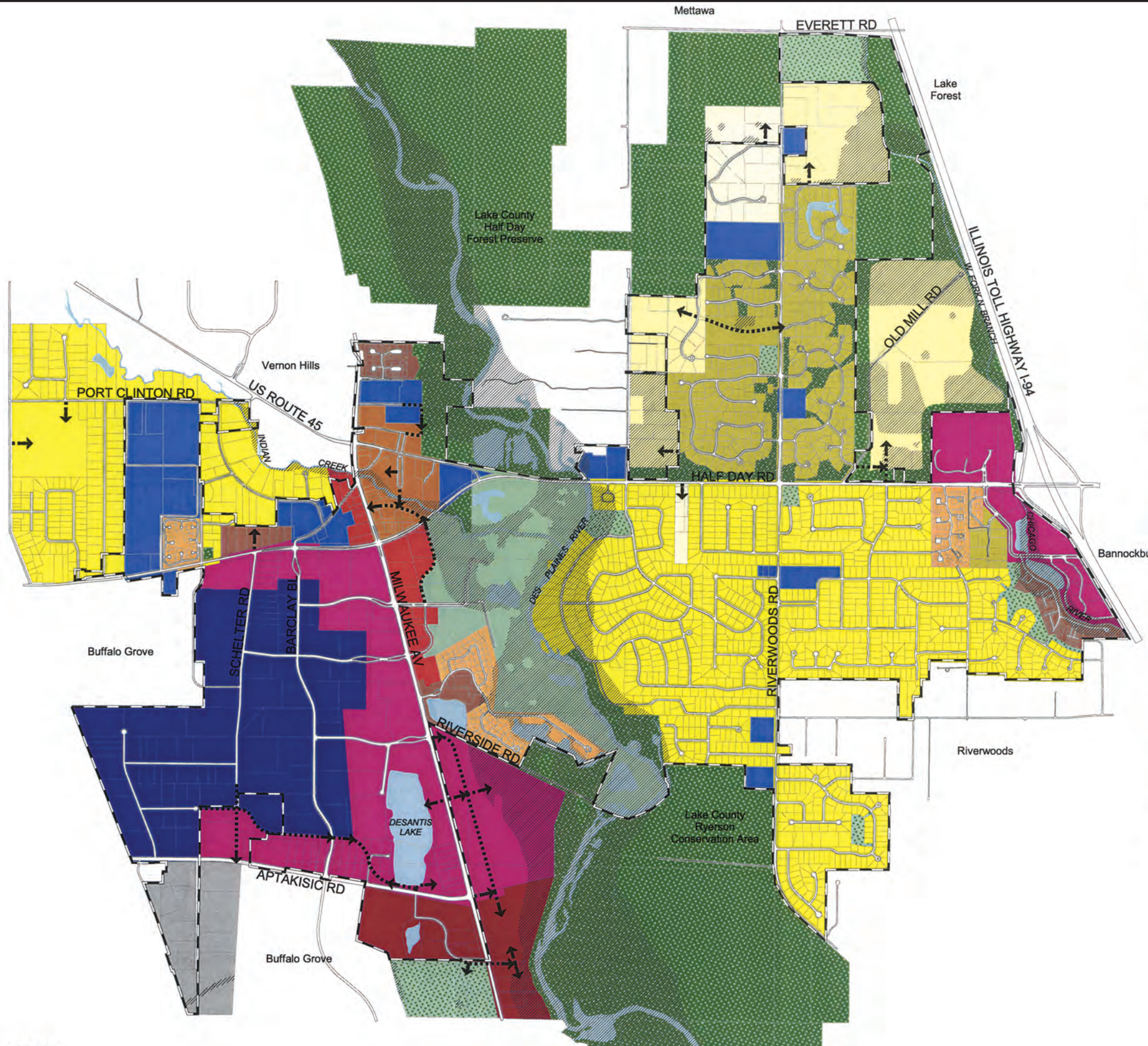
¹⁶ Although the residents of areas 7 and 8 will be equally impacted by the development of adjacent properties with commercial land uses, these residents have indicated their willingness to enable such development.

¹⁷ The Denny's family restaurant establishment is located upon three individuals parcels of record due to the fact that a consolidation of such was not required upon its development.

¹⁸ The 2020 Transportation System Development Plan, adopted by the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC), defines a Strategic Regional Arterial as an element of regional transportation that is designed to carry inter-city travel as a supplement to highways and expressways.

Village of Lincolnshire

Future Land Use Map



Future Land Use Classifications

- Estate Residential
- Environmentally Sensitive Estate Residential
- Large-Lot Residential
- Environmentally Sensitive Large-Lot Residential
- Cluster Residential
- Attached Residential
- Retail Business
- Planned Business Mixed Use
- Office/Research
- Office/Warehouse & Light Manufacturing
- Restricted Industry & Manufacturing
- Planned Urban Mixed Use
- Resort/Golf Course
- Public/Quasi Public
- Active Open Space
- Passive Open Space
- Corporate Limits
- Conservation Overlay District
- Proposed Roadway
- Existing Roadway



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